

MASON'S



Hongkong Daily Press.

ESTABLISHED 1857

Registered as a Newspaper at the General Post Office in the United Kingdom.

No. 19,329. 號八廿百三千九萬一第 日四廿月三年申庚 HONGKONG, WEDNESDAY, MAY 12TH, 1920. 三拜禮 號二拾月五年九國民華中 PRICE, \$3 PER MONTH.

NOTIFICATION

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 75 lbs. net.
In Bags 50 lbs. net.
SHEWAN, TOMES & CO.,
General Managers.

NOTICE

Owing to the constant rise in first costs and the fall in exchange we are obliged to reduce our discounts to customers to Five per cent.

CALDBECK, MACGREGOR & CO.

14, QUEEN'S ROAD CENTRAL.

Telephone No. 74.

CARTRIDGES! CARTRIDGES!

CARTRIDGE

NEWLY ARRIVED.
SPORTING CARTRIDGES,
12 10 and 20 bore. Loaded with E. O. Powder, a powder which gives universal satisfaction.
THE HONGKONG SPORTING ARMS AND AMMUNITION STORE,
Nos. 4-6, Beaconsfield Arcade.

A LING & CO.

19, QUEEN'S ROAD CENTRAL, Hongkong.

FURNITURE AND PHOTO GOODS
GLASS ETCHING, SIGN-BOARD AND MINOR MAKER
CANTON MARKS IN VARIOUS SHAPES.
Photographic Goods of Every Description in Stock.
DEVELOPING PRINTING AND ENLARGING
UNDER TAKEN.
TELEPHONE 1518.

PEAK TRAMWAY COMPANY LIMITED.

TIME-TABLE

WEEK DAYS
7.00 a.m. to 8.00 a.m. Every 15 minutes
8.00 " to 9.30 " " 10 "
9.30 " to 11.00 " " 15 "
11.30 " to 12.30 p.m. " 15 "
12.30 p.m. to 2.30 " " 10 "
2.30 " to 5.00 " " 15 "
5.00 " to 8.00 " " 10 "

NIGHT CARS

8.50 p.m. to 9.00 p.m. Every 30 minutes
9.30 p.m. to 11.30 p.m. Every 30 minutes
11.45 p.m.

SATURDAY

Extra Car—12.00 Midnight.

SUNDAYS

7.30 a.m. to 10.30 a.m. Every 15 minutes
10.30 " to 11.00 a.m. " 10 "
11.30 " to 12.00 noon " 15 "
12.00 noon to 1.00 p.m. " 10 "
1.00 p.m. to 8.30 " " 15 "
8.30 " to 8.50 " " 10 "
8.50 " to 8.55 " " 10 "

NIGHT CARS

As on Week Days.
SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.

Season and punch tickets available for all cars, not already full, running at the time stated in the Company's time-table, but not for special cars can be obtained on application at the Company's Office. No season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Compro Order representing Bank Notes.

KOWLOON-CANTON RAILWAY.

TIME TABLE.

On and after THURSDAY, APRIL 22nd, 1920, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Stations	No. 11 Local	No. 12 Through	No. 13 Local	No. 14 Through	No. 15 Local	No. 16 Through	No. 17 Local	No. 18 Through	No. 19 Local	No. 20 Through
CANTON (Sha Tau)	7.30	7.30	7.30	7.30	7.30	7.30	7.30	7.30	7.30	7.30
Shen Lung	7.40	7.40	7.40	7.40	7.40	7.40	7.40	7.40	7.40	7.40
Sham Chun	7.50	7.50	7.50	7.50	7.50	7.50	7.50	7.50	7.50	7.50
Shamshui	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
Tai Po Market	8.10	8.10	8.10	8.10	8.10	8.10	8.10	8.10	8.10	8.10
Tai Po	8.20	8.20	8.20	8.20	8.20	8.20	8.20	8.20	8.20	8.20
Tai Po	8.30	8.30	8.30	8.30	8.30	8.30	8.30	8.30	8.30	8.30
Shamshui	8.40	8.40	8.40	8.40	8.40	8.40	8.40	8.40	8.40	8.40
Sham Chun	8.50	8.50	8.50	8.50	8.50	8.50	8.50	8.50	8.50	8.50
Shen Lung	9.00	9.00	9.00	9.00	9.00	9.00	9.00	9.00	9.00	9.00
CANTON (Sha Tau)	9.10	9.10	9.10	9.10	9.10	9.10	9.10	9.10	9.10	9.10

UP TRAINS

Stations	No. 1 Local	No. 2 Through	No. 3 Local	No. 4 Through	No. 5 Local	No. 6 Through	No. 7 Local	No. 8 Through	No. 9 Local	No. 10 Through
Shamshui	7.30	7.30	7.30	7.30	7.30	7.30	7.30	7.30	7.30	7.30
Tai Po Market	7.40	7.40	7.40	7.40	7.40	7.40	7.40	7.40	7.40	7.40
Tai Po	7.50	7.50	7.50	7.50	7.50	7.50	7.50	7.50	7.50	7.50
Tai Po	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
Shamshui	8.10	8.10	8.10	8.10	8.10	8.10	8.10	8.10	8.10	8.10
Sham Chun	8.20	8.20	8.20	8.20	8.20	8.20	8.20	8.20	8.20	8.20
Shen Lung	8.30	8.30	8.30	8.30	8.30	8.30	8.30	8.30	8.30	8.30
CANTON (Sha Tau)	8.40	8.40	8.40	8.40	8.40	8.40	8.40	8.40	8.40	8.40

* Will stop at Tai Po and Shamshui for First-Class Passengers on Notice being given to the guard.

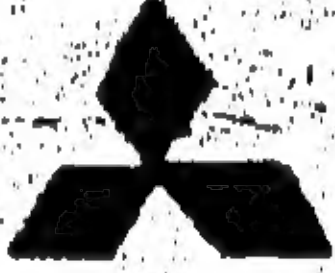
NOTICE TO PASSENGERS.

The Railway Administration do not guarantee that the ferries mentioned in this table will connect with the trains as shown.

SHA TAU KOK BRANCH.

Fauling dep. 8.50	12.00	2.20	5.00	Sha tau kok dep. 7.05	10.20	1.05	5.00
Sha tau kok arr. 9.45	12.55	3.15	6.55	Fauling arr. 8.00	11.15	2.00	6.55

H. P. WINSLOW, Manager.



MITSUBISHI ZOSEN KAISHA, LTD.

(EX MITSUBISHI DOCKYARD & ENGINE WORKS).

At A.B.C. Western Union, Engineering and Bentley Codes Used.

Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.
Manufacturers of Contrado Condensers, Special Manganese Bronze Castings,
Parson's Steam Turbines and Turbo-Alternators, &c. &c.

NAGASAKI WORKS.

TELEGRAPHIC ADDRESS: "DOCK" NAGASAKI.

GRAVING DOCKS AND PATENT SLIP.

	Dock No. 1	Dock No. 2	Dock No. 3
Length on Keel Blocks	510 feet	350 feet	714 feet
Width of Entrance on bottom	77 "	53 "	83 "
Water on Blocks at Spring Tide	18 "	24 "	24 "

PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.
Two Floating Cranes of 60 and 40 tons each, besides 150 tons Giant Crane.

KOBE WORKS.

TELEGRAPHIC ADDRESS: "DOCK" KOBE.

	No. 1	No. 2	No. 3
Lifting Power	7,700 tons	13,000 tons	18,000 tons
Max. Length of Ship taken	480 feet	580 feet	670 feet
Max. Breadth of Ship taken	55 "	65 "	98 "
Max. Draft of Ship taken	22 "	25 "	30 "

Floating Crane of 40 tons weight, besides 100 Tripod Cranes.

HIKOSHIMA WORKS (Near Shimomoseki).

TELEGRAPHIC ADDRESS: "DOCK" SHIMOMOSEKI.

	Graving Dock
Length on Keel	383 feet 0 inch.
Breadth at Entrance on bottom	55 "
Depth of Water or Blocks at Spring Tide	25 "

Floating Crane capable of lifting 30 tons weight.

THE NAGASAKI, KOBE AND HIKOSHIMA DOCKYARDS are closely connected with each other, enabling them to co-operate in the prompt execution of work and to suit the convenience of customers.

Any Order will be promptly attended to and Estimate sent on application.

KAIPING COAL

FOR ALL INDUSTRIAL AND HOUSEHOLD PURPOSES

FOUNDRY AND SMELTING COKE

FIREBRICK AND FIRECLAY

FOR ALL INFORMATION APPLY TO

DODWELL & CO. LTD., QUEEN'S BUILDINGS, HONGKONG, OR

KAILAN MINING ADMINISTRATION

TIENHSIN, NORTH CHINA.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO. LTD. AND THE CHINA NAVIGATION CO. LTD.

HONGKONG-CANTON LINE.

Sailings: To Canton, daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 8 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO. LTD.

HONGKONG-MACAO LINE.

To Macao—Daily at 8 a.m. and 5 p.m. (Sundays at 9 a.m.).
From Macao—Daily at 8.30 a.m. and 5 p.m. (Sundays at 6 p.m.).

Police Permits to leave the Colony are not required.
Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. THOS. COOK AND SON, Booking Agents, Hongkong.

GERMANY'S HIGH SEA FLEET IN THE

WORLD WAR. Personal Recollections of Admiral Scheer. With a Portrait and 28 Plans.

"The ablest and most lucid book on the war that has so far come out of Germany. It gives a really stirring picture of the might of the German Navy." *London, Yorkshire Post* ... \$12.50

WITH THE "DIE-HARDS" IN SIBERIA.

By Col. John Ward, C.B., C.M.G., M.P. With 8 Plates.

"This book is a terrible indictment of Allied statesmanship. We hope that the British working classes will produce many more missionaries of Empire of the type of Col. Ward." *Morning Post* ... \$12.50

CHATS ON POSTAGE STAMPS.

By Fred J. Melville. With 74 Illustrations. \$9.50

KELLY & WALSH LTD., Chater Rd., Hongkong

THOS. COOK & SON.

STEAMSHIP AND FORWARDING AGENTS, BANKERS, ETC.

OFFICIAL PASSENGER AGENTS TO THE PHILIPPINE GOVERNMENT

TICKETS SUPPLIED TO ALL PARTS OF THE WORLD at Tariff Rates.

LETTERS OF CREDIT AND CIRCULAR NOTES ISSUED AND CASHED.

BAGGAGE collected, forwarded and insured at lowest rates.

Cook's "PAR EASTERN TRAVELLERS GAZETTE" containing Sailings and Fares from the Far East to all parts of the World, will be forwarded free on application.

Telegraphic address "COUPON." THOS. COOK & SON, Telephone No. 524.

Hongkong Hotel Buildings, corner of Pedder Street and Des Voeux Road, HONGKONG.

Also SHANGHAI, PEKING, YOKOHAMA, MANILA.

Chief Office:—LUDGATE CIRCUS, LONDON, E.C.

WE HAVE

Great Varieties of used and unused

POSTAGE STAMPS

Single Sets, Packs, Bags, and

On Approval Books

FOR COLLECTORS.

GRACA & CO.,

Dealers in Postage Stamps, Post Cards, Seeds, Toys, &c., &c.

No. 10, WYNDHAM STREET, HONGKONG.

P. O. Box 691.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAMERS FOR STRAITS, CEYLON, BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.

Through Bills of Lading issued for

Batavia, American, Continental, and South African Ports

The Homeward Mail Steamer "DUNERA"

carrying His Majesty's Mail, will be

despatched from this port about MAY

10th, 1920, taking Cargo for the above Ports.

Passenger accommodation in the connecting vessel, if available, secured before departure from Hongkong.

Safe and Valuable Cargo for Italy, France

and all other ports (under arrangement) will be

conveyed by this steamer proceeding to

Bombay and then transhipped to the

on-carriage Steamer for Marseilles and

London.

Parcels will be received at the Office until

12 Noon the day before sailing. The contents

and value of all packages are required.

For further particulars, sailing dates, etc.

Apply to—

MACKINNON, MACKENZIE & Co.

P. & O. Box 115

15 Des Voeux Road Central

SEAMEN'S INSTITUTE

21, PRAYA EAST, HONGKONG.

FOR the use of all Men of the Mercantile

Marine and H. M. Navy

Reading and Writing Rooms, Billiard

Room, Officers' Room, C.P.O.'s Room

Restaurant, Concert Hall, Church.

Private Cabins and beds in Dormitories

Motor Launch "Dayspring."

JUST ARRIVED

A CONSIGNMENT OF

MESSRS. SHANKS & CO. LTD.

SHIPS CLOSET

BALTIC

PACIFIC

MEDITERRANEAN

ABOVE AND BELOW WATER

LINE.

C. E. WARREN & Co., Ltd.

20 & 22, Des Voeux Road, Central.

Established 1900.

VISITORS TO CANTON

Should Purchase

BY THE PEARL RIVER

BY

CAPTAIN C. V. LLOYD

With Illustrations, Maps and Flags

PRICE ... \$1.75

On Sale at

Hongkong: "DAILY PRESS" Office.

Messrs. KELLY & WALSH, LTD.

Messrs. BARNES & Co.

Canton: Messrs. A. S. WATSON & Co.

Youthful Sight at Forty-five

can be yours

by the use of

BI-FOCAL GLASSES

Obtainable from

N. LAZARUS

OPHTHALMIC OPTICIAN,

22, Queen's Road Central, HONGKONG.

HOTELS

THE HONGKONG HOTEL

CO. LTD.

OPERATING—

THE HONGKONG HOTEL

HOTEL MANSIONS.

THE REPULSE BAY HOTEL

J. H.

THORNYCROFT

JOHN I. THORNYCROFT & Co., LIMITED,
SHIPBUILDERS AND ENGINEERS,
LONDON, SOUTHAMPTON AND BIRMINGHAM.

Shanghai Office: 65, Szechuen Road.

MARINE MOTORS AND MOTOR BOATS.
MOTOR LIGHTING AND PUMPING SETS
SHALLOW DRAFT STEAMERS.
THORNYCROFT OIL FUEL SYSTEM.

Commercial, High-speed and Pleasure Craft.

THORNYCROFT WATER-TUBE BOILERS.
THORNYCROFT MOTOR VEHICLES.

Our Motor Engineer and our Naval Architect, both Thornycroft experts, now resident in Shanghai, will give attention to all inquiries.
Early deliveries can be made of 15-h.p., 30-h.p., 45-h.p., and 70-h.p. Kerosene Marine Engines.

R. E. ROXBURGH,
Manager for China.

You can't get wet in the
Mattamac
Feather weight Waterproof

FIRST GRADE \$15.00 each

The "Mattamac" Stormproof Coat is exceptionally light in weight, yet intensely strong and durable, absolutely waterproof, smartly cut and thoroughly well-made.

ALL SIZES IN STOCK.

MACKINTOSH
CO., LTD.

Men's Wear Specialists.
16, DES VŒUX ROAD. Telephone 29.



It was indeed a happy hap
when we hap to hit on the

"Happy Hit"

for this cigarette is recognised as the
'IT' of discriminating smokers, and it
certainly hit the mark wherever

BURLEY'S HAPPY HIT

is smoked to-day.

Ask for a tin and try it.

IT'S TOASTED

An entirely new principle in Cigarette Manufacture.

SOLE AGENTS:

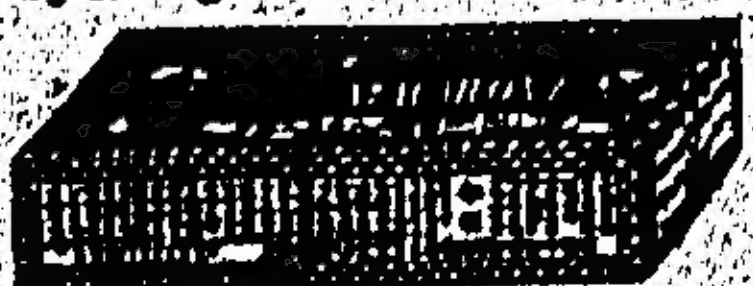
THE HONGKONG CIGAR STORE
CO., LTD.

Tel. 151.

Hotel Mansions.

HEALTH V. SICKNESS.

BY taking our "ROOSTER BRAND" MACARONI, PASTA, EGGS, NOODLES, VERMICELLI, or other kinds of Soup-stuffs REGULARLY you escape SICKNESS, as all our Products, being manufactured from Flour of the Best Quality and under the most Sanitary Method, can be EASILY DIGESTED and give you GOOD HEALTH AND STRENGTH.
Large quantities have been exported to various parts in the World. Your esteemed Orders will receive our prompt and careful attention. Terms moderate, especially for Agencies.



THE HING WAH PASTE MFG. CO., LTD.

HEAD OFFICE: Hongkong, No. 47 & 48, Cross Street, Tel. No. 2320.
BRANCH OFFICE: Shanghai, No. 430 and 431, Nanjing Road.
FACTORIES: Hongkong, Wai Hing Street, Causeway Bay, and Shanghai, No. 71, North Szechuen Road.

INCOME TAX REFORM. COMMISSIONER'S PROPOSALS.

Important and far-reaching reforms are proposed in connection with the income-tax in the report of the Royal Commission. Dealing with a subject which embraces various complicated problems, the document is necessarily voluminous. It extends to nearly 300 foolscap pages, including appendices.

These proposals will have the following results:—

No wholly-earned income will pay tax if it does not exceed:—

£150 in the case of a bachelor.

£250 in the case of a married couple without children.

£350 in the case of a married couple with three children.

No wholly-earned income will be charged at more than half the standard rate of tax if it does not exceed:—

£400 in the case of a bachelor.

£500 in the case of a married couple without children.

£600 in the case of a married couple with three children.

No wholly-investment income will pay tax if it does not exceed:—

£150 in the case of a bachelor.

£225 in the case of a married couple without children.

£315 in the case of a married couple with three children.

No wholly-investment income will be charged at more than half the standard rate of tax if it does not exceed:—

£360 in the case of a bachelor.

£450 in the case of a married couple without children.

£540 in the case of a married couple with three children.

*In respect of whom the proposed allowances for children can be claimed.

The proposals apply to incomes not exceeding £2,000. The Commission considers that graduation of income, exceeding £2,000 can best be effected by means of a super-tax in addition to the ordinary income-tax.

They have received no complaints of inequities caused by the present method of graduating the super-tax. They consider that a tax should continue in its present form, a tax graduated solely by reference to the amount of the income without other considerations.

FAR EASTERN FREIGHT UNCERTAINTY.

A decision was recently taken by the British shipping lines serving the Far East to increase the export freights from the United Kingdom by 25 per cent. as from to-day, says the *Times* of April 1st, but it now seems doubtful if this decision will be enforced. The position has been affected by the reduction in the price of bunker coal, which was announced after the decision to raise the freights was taken, and also by the fact that the Japanese Board of Trade, which has a voice in freight rates in view of the financial support understood to be accorded to the Japanese shipping companies by the Japanese Government, has not signified its intention of approving a rise in the rates. It is claimed on behalf of the Far Eastern lines that the rates compare very favourably indeed with those in other routes. As an example, the highest rate on measurement cargo from the United Kingdom to Japan is 8s. 6d. a ton less 5 per cent, making the rate 8s. 1s. 6d., as compared with a rate of 9s. 6d. plus 25 per cent, making 12s. 6d., to Mediterranean ports. Similarly, whereas a rate of 7s. 6d. net is stated to be quoted on pig-iron to the Mediterranean, the corresponding rate on pig-iron to Japan is 5s. 6d. a ton, less 5 per cent. The competition of the Japanese lines seems to exert a considerable influence on rates to the Far East.

SHIPPING COMPANIES' SERIOUS OUTLOOK.
Freights in the open chartering markets have shown an easier tendency during the past few days, especially in view of the forthcoming holidays. Owners are often willing to yield a little on the question of rates in order that business may be completed before the markets are closed for holidays. One of the few markets in which there has been any activity is that in maize from South America, and for this trade rates of about 12s. a ton to the United Kingdom have been quoted, which show a fall of quite 5s. a ton within a few days. That, in the case of a steamer carrying several thousand tons of cargo, means a very substantial decline in earnings. It was only a short time ago that rates of nearly 20s. a ton were being quoted. For steamers to load coals at Port Natal and Calcutta for coaling stations, there has been some demand. In other directions the inquiry has been very quiet, and it would certainly seem that with working costs high and the tonnage supply increasing, the prospects for many shippers are not very bright. Cargo steamship owners may be able to record satisfactory earnings for some little time to come, but the passenger liner companies are already hedged about by very serious difficulties. They are large employers and large consumers of coals. As compared with the levels ruling before the war wages of crews have risen very greatly, while the cost of coal is about five times what it was.

They are faced apparently with the alternative of advancing passage rates and running the serious risk of killing trade or of the certainty of working their ships at a heavy loss. There are indications plainly suggesting that the earning of profits is not now, and is not going to be, at all an easy matter for the passenger liner companies.

EARNING 20s. AN HOUR.

Eight coal trimmers at Llanelli earned £200 between them in sixteen hours, which works out at nearly £20 each or 20s. an hour.

THE SHANGHAI RACE MEETING

THE CHAMPION SWEEPSTAKES.

For the Champion Sweepstakes there was a field of 13, and Silver Streak, says the *N.Y. Daily News*, was a hot favourite, with Pennyfield, Woodland King, Comedy King and The Heron next in demand, in the order named. Throughout the race the excitement of the spectators on stands and lawn was intense and though the favourites, with the exception of Woodland King, were out of the picture at the finish, the victory of Byland was very popular, the owner and jockey being loudly cheered, and the owners and jockey of Old Bill also received an ovation. In the race itself, Woodland King set the pace with Silver Streak in close attendance and at the mile post, Comedy King and Old Bill went up third. Woodland King and Silver Streak retained their lead until the bend into the straight, when Byland, when Byland, Old Bill and Pennyfield passed the favourite, Byland came through in the lead and Old Bill took second place. Tyneside then made a desperate effort to regain his lead and passed the post half a length ahead of Old Bill, while Woodland King was only beaten out of second place by a neck, and Tyneside was a very close fourth. Though the result was a distinct surprise, Byland returned only a moderate dividend.

The starters in the race were:—

	lbs.
Messrs. Stephen and Burkill's grey Byland (Mr. Brand)	132-1
Mr. Campox's bay Old Bill (Mr. Dalgarno)	132-2
Messrs. Potts and Hayman's bay Woodland King (Mr. Vids)	132-3
Mr. Belinda's bay Tyneside (Mr. Heard)	132-4
Mr. John Peel's grey Silver Streak (Mr. Johnston)	132-5
Mr. W. McBain's bay Langza (Mr. Brommer)	132-6
Mr. Henry Morris's grey Pennyfield (Mr. Stewart)	132-7
Messrs. Potts and Hayman's black Comedy King (Mr. Crokan)	132-8
Mr. Richmond's bay Gulsand (Mr. Dalgarno)	132-9
Messrs. Winsome and Hasty's grey The Heron (Mr. Hill)	132-10
Messrs. Winsome and Hasty's grey The Eagle (Mr. Rowe)	132-11
Messrs. Winsome and Hasty's grey The Hawk (Mr. Sleep)	132-12
Messrs. Toog and Gubbay's grey Churchill (Mr. Knoll)	132-13

Rain was falling heavily, and there was a strong wind blowing when a field of 13 turned out for the big event, Old Bill—a public favourite—receiving a cheer. Tyneside was fourth and Pennyfield fifth. Time, 2 min. 37.4 seconds.

	Parti-mutuel.	Win.	Place.
Ponies			
Byland	282	456	
Old Bill	91	187	
Woodland King	575	522	
Total shares taken	3,758	4,081	
Dividends:—Win.	\$59.10.		
Places, \$14.60, \$27.50, \$12.10.			
Members' sweep:—Nos.	2,381, 13,367, 6,880		
Qualified ponies at \$1,000 each:—			
85, 20,018, 5,593, 21,115, 1,379,			
24,671, 2,843, 2,480, 23,190, 17,514, 1,852,			
13,981, 13,198, 23,488, 24,621, 5,025, 14,045,			
15,006, 20,646, 5,317, 7,258, 11,323, 8,270,			
18,785.			

THE SHANGHAI LABOUR DAY FIASCO.

MANIFESTO BY THE LABOUR UNIONS.

The Labour Unions, says the *Shanghai Gazette*, have issued a lengthy statement complaining of official interference with their May Day Celebration which upset all their arrangements and rendered the celebration on Saturday a fiasco. The statement goes on to say that seven Labour Unions united in organizing a mammoth celebration and had publicly announced that the meeting had no political significance whatsoever. But owing to the recent Student Strike the official authorities prevented the meeting by a display of armed military force under the pretext that Martial Law had been proclaimed and no public gatherings would be permitted. At first the labourers were very much incensed at the officials' yielding to the advice of prominent citizens, they finally gave up the attempt to hold their celebration. But they wish to register an emphatic protest against the arbitrary action of the officials and condemn in strong terms what they deem militarist despotism. On the morning of the 1st delegates were sent to persuade the military and police officials to permit the celebration. At the same time others were despatched to the different roads leading to the Recreation Ground with flags announcing in large characters that the place of meeting would be changed. The members then proceeded to the ground of the Chin Woo Athletic Club but on reaching there found the entrance barred by armed troops. From the Hongkew district along North Szechuen Road to the Y.M.C.A. the road was blocked with troops and police. Again the members were dispersed and scattered only to reform and march to the Y.M.C.A. field in North Szechuen Road extension.

At the head of the procession two members carried a large red flag. One side had the words "May Day," printed in English, the other side were the Chinese characters for "Chinese Labour Union." When they arrived at the Y.M.C.A. field the flag was placed in the center and an informal ceremony held. But it was not long before the soldiers put in an appearance and would not permit the late comers to enter. Several speeches were made and the workers sang the International Labour Anthem. The presence of food were divided among the members and the meeting ended at 5 o'clock.

At 8 o'clock representatives from the several unions met at the Labour Union Headquarters and a proclamation was issued to the members of the Unions stating that although the celebration was not wholly satisfactory, yet the labourers

ECONOMIC READJUSTMENT OF FAR EAST.

ANOTHER AMERICAN MISSION.

An American business mission has recently arrived in Japan consisting of Mr. Frank A. Vanderlip (Chairman of the Board of American International Corporation and President of Japan Society), Mrs. Frank A. Vanderlip, and Miss Vanderlip; Mr. Harry Benedict (Mr. Vanderlip's business associate); Mr. Henry Taft (noted lawyer and brother of Ex-President Taft) and Mrs. Taft; Dr. Jacob Shurman (President of Cornell University) and Mrs. Shurman; Mr. Darwin Kingsley (President of New York Life Insurance) and Mrs. Kingsley; Mr. Julian Street (Editor of *Saturday Evening Post*), Mrs. Street and Miss Street; Mr. Seymour Cromwell (Vice-President of New York Stock Exchange) and Mrs. Cromwell; Mr. Lewis Clarke (President of American Exchange National Bank), Mrs. Clarke and Miss Clarke; Mr. Lyman Gage (Ex-Secretary of Treasury); Mr. George Eastman (President of Eastern Kodak Company); Mr. Lyon Berger Davis (Lawyer of St. Louis) and Mrs. Davis; Mr. Edward Mulligan; Mr. Harry Serebetsky, and Mr. Benjamin Strong, Junior.

Baron Kondo, President of the N.Y.K. Line, Baron Dr. Sakatani, representing Baron Shibusawa, and Mr. Otani, President of the Japanese Chamber of Commerce, proceeded in a launch outside the harbour to welcome the party, who immediately proceeded to Tokyo, where they were to stay for a week as guests of the Japan Welcome Society, whose representative went to New York to escort the party thither.

On arrival in Tokyo, Mr. Vanderlip and family proceeded to Baron Shibusawa's residence at Mita, which was placed at their disposal during the stay in the Capital. Other members of the party were to stay at the residences of Baron Kondo Mitsui, Baron Fukukawa, Mr. Asano and at the Imperial Hotel.

POTENTIAL POSSIBILITIES.

Mr. Frank A. Vanderlip, asked to give his views upon international co-operation for the economic readjustment of the Far East, said: "I hesitate to offer my views regarding so broad a subject. Conditions vary widely in different countries and the state of mind of different peoples must be taken into account. No brief interview, after such a short period of observation, should be taken as a considered statement, answering such a complicated question. It is obvious that a great part of the problems of the Far East are economic just as the problems of Europe are in a large measure economic. It is hopeless to expect the Far East to adopt the economic structures of the West and I do not believe that it would be desirable even to aim at having the East do that. It would be desirable to do everything possible to aim at having industrial and commercial life in harmony with Eastern thought. America should make a greater contribution to that end but America should approach the task with a deep respect for the point of view and indeed for many of the methods of the East. The best contribution from America should be something more than a financial contribution. While I am speaking from imperfect knowledge and therefore make suggestions with extreme modesty, I feel that there are far more important things for America to do than merely to make loans. Particularly, I would doubt the wisdom of making loans for governmental purposes, namely for the mere expenses of Government or for military expenses. Loans to build railroads are of great value but such loans should be made in a spirit of absolute fairness rather than with a view to the highest possible immediate return by methods which are considered unjust exploitation. I am deeply convinced that the greatest material rewards will come to us through high motives of generous though practical aid rather than by an attempt on our part immediately to grasp the material advantage. We must, however, be practical in what we do. We cannot ask investors for funds unless the loans are secure of repayment. Certain financial security exists only where the Government is honest, strong and intelligent. Law and order are essential to financial security and to a friendly co-operative spirit between international neighbours. For example, if Chinese bonds are to be floated in America, there should be evidence first of concern amongst the people of China and that a Government is established which will command respect as to its aims, and there should be satisfactory assurances that China will put aside some of her national prejudices and develop friendly relations with her neighbours. The same principles are necessary if Siberia is to receive important financial aid. There must be law and order, there can be no security for commercial business or international loans. In this connection it must be remembered that American capital can earn a large recompense at home and that the need in Europe is extreme. The East cannot therefore expect it to flow in this direction unless it offers security comparable with that offered in America and Europe and a comparative attractive rate of return. It is possible for America to render a vast service to the Far East in other ways than by loans. If America can be brought to a deep and true understanding of the East, she can contribute experience, helpful advice and co-operation based on just treatment. Vast as has been the cost to civilization of the Great War that material loss would be recompensed and far more than recompensed if there could be an economic organization of the East. If the millions of the East could be organized for greater industrial efficiency and transportation could be developed and markets built up generally, it would be a

BRITAIN'S TOBACCO BILL.

£181,169,000 IN 1910.

The national tobacco bill for 1919, states Mr. R. P. Moncrieff, honorary statistician to the British Anti-Tobacco League (25, Mark Lane, Manchester), totalled £181,169,000. The details given in a statement issued by the league include the following:—Tobacco consumed, 172,226,000 lb.; Pipe-smoking, 172,226,000 lb.; Cigarettes, 24,901,000. Consumption per head of population:—1917, 3.429lb.; 1918, 3.429lb.; 1919, 3.429lb. Expenditure per head:—1917, 22s. 4d.; 1918, 22s. 4d.; 1919, 22s. 4d. Working-class expenditure, 22s. 4d.; middle-class expenditure, 22s. 4d.

A "cost-of-living" analysis of working-class expenditure shows that 5s. 11d. is spent on tobacco and 13s. 7d. on drink out of a weekly outlay of £4 14s. 11d., equal to 20.54 per cent. of the total for the two items. The statement points the moral of this figure in relation to demands for higher wages.

great advantage to both sides in commercial transactions. There are potential possibilities in a better mutual understanding in a broad fair-minded spirit, and in a course of honest action, allaying the suspicion, which are so vast, and I believe would inspire the greatest optimism. High-minded purposes, right dealing and a sympathetic attitude would break down prejudices and I believe that there would spring from such a course of development of relations as important for good as the past antagonism had been potential for evil. I was not preparing to talk in this higher spirit.

If America will contribute such understanding and spirit that the East will have full confidence in our motives, that will be a greater contribution than financial one. Loans would then follow in an ample stream and could be of great benefit both to the lender and to the borrower. Honest Government, law and order are the foundation the East must refer to draw in full measure aid from the Occident. On our part honest and fair motives are at least

OPIMUM IN YUNNAN. ALLEGED SMUGGLING OF BRITISH DRUG.

PEKING, April 26th.

A Yunnan correspondent of the International Anti-Opium Association writes that he has just returned from two extensive journeys and gives his observations, together with letters from missionaries in widely separated districts, which go to show that this province is now planting poppy very extensively and that in a little time the old trade in opium will be resumed. That it "is being very widely planted" is shown by the price. "Not long ago it was selling at \$5.00 or more per ounce. Now in some parts they tell me that it is even selling at 0.50 per ounce and that it pays better to plant barley or other cereals. It hits us very hard indeed. On the above mentioned plain (Song-ming-cho) there is practically no one who has land but has planted some, and not a few Christians have been tempted into planting it. The Yunnan Missionary Association met some time ago and sought to deal with the matter." Several of the missionaries present suggested that a foreign commission be appointed to proceed to Ma-li-pa and other places over the border where there has been such an enormous trade done in British opium, the suggestion was not put into effect. "The thing of the whole thing, as far as we Britishers are concerned, is that the arrangement which the Chinese use has a certain measure of reason in it, namely, that it is much more difficult to smuggle millions of dollars into British coffers as they have been doing when they can plant it themselves and make a big profit out of it." The comparative isolation of this province politically "makes the Governor cast about for means of increasing his revenue, and this appeals to him as being one of the very few possible sources of income."

BARON VON ARNIM.

REMINISCENCES OF AN EASTERN VOYAGE.

Just after Christmas, 1911, Baron von Arnim, travelled from Singapore to Calcutta (on board a British vessel) and hoped to be in time to see the Durbar at Calcutta (January 2nd, 1912).

During the voyage, at a dinner, the Captain of the vessel asked the German Baron a number of questions, regarding the opinions of Germans of their neighbours. The conversation ran to this effect: "How stands the friendship between the Germans and Austrians?"

"Ah, well," said the Baron. "We are one nation, and speak the same language."

The Captain said: "I need not ask about the French and Germans."

"We don't like the French," the Baron said. "1870-1871 is still fresh in our minds and before long this will be settled by another war."

"What about the Belgians and Germans?"

"The Belgians," replied the Baron, "are good people."

"What about the Dutch and Germans?"

"The Dutch are a dirty people; we don't like them," was the answer.

The Captain said: "We always learn at school about the clean Dutch house wife for example—and we are shown pictures of Dutch housewives cleaning and scrubbing their cooking utensils."

"Ah, well," said the Baron, "I don't mean it that way; they think we are great friends with them, but we let them think that way, and we try to make them believe so more, and more; but by and by they will find out their mistake; we shall simply walk into their country and take their country away from them."

BRITAIN'S TOBACCO BILL.

£181,169,000 IN 1910.

The national tobacco bill for 1919, states Mr. R. P. Moncrieff, honorary statistician to the British Anti-Tobacco League (25, Mark Lane, Manchester), totalled £181,169,000. The details given in a statement issued by the league include the following:—Tobacco consumed, 172,226,000 lb.; Pipe-smoking, 172,226,000 lb.; Cigarettes, 24,901,000. Consumption per head of population:—1917, 3.429lb.; 1918, 3.429lb.; 1919, 3.429lb. Expenditure per head:—1917, 22s. 4d.; 1918, 22s. 4d.; 1919, 22s. 4d. Working-class expenditure, 22s. 4d.; middle-class expenditure, 22s. 4d.

A "cost-of-living" analysis of working-class expenditure shows that 5s. 11d. is spent on tobacco and 13s. 7d. on drink out of a weekly outlay of £4 14s. 11d., equal to 20.54 per cent. of the total for the two items. The statement points the moral of this figure in relation to demands for higher wages.

great advantage to both sides in commercial transactions. There are potential possibilities in a better mutual understanding in a broad fair-minded spirit, and in a course of honest action, allaying the suspicion, which are so vast, and I believe would inspire the greatest optimism. High-minded purposes, right dealing and a sympathetic attitude would break down prejudices and I believe that there would spring from such a course of development of relations as important for good as the past antagonism had been potential for evil. I was not preparing to talk in this higher spirit.

If America will contribute such understanding and spirit that the East will have full confidence in our motives, that will be a greater contribution than financial one. Loans would then follow in an ample stream and could be of great benefit both to the lender and to the borrower. Honest Government, law and order are the foundation the East must refer to draw in full measure aid from the Occident. On our part honest and fair motives are at least

HONGKONG SANITARY BOARD
INTERESTING QUESTIONS.

The fortnightly meeting of the local Sanitary Board was held yesterday evening. Mr. G. R. Sayer, Chairman, presiding, and there were also present Col. Humphreys, the Hon. Mr. W. Chatham, the Hon. Mr. E. R. Hallifax, Mr. C. G. Alabaster, Dr. Ozorio, Dr. Koch, Mr. Chow Shun-son, Mr. S. W. Tao, Dr. Pearce (M.O.H.) and Mr. C. M. W. Reynolds (Secretary). Dr. F. M. G. Ozorio, asked the following questions which were replied to by the Chairman:

- Q. (1)—Will the Government accelerate the completion of the Roads around Hongkong as in their present conditions they contain pools which may breed mosquitoes?
- A. (1)—The Honourable Director of Public Works kindly allows me to say that instructions have been given for the acceleration of this work.
- Q. (2)—Does the Government contemplate the creation of the post of Factory Inspector? If so, will the post be open to women?
- A. (2)—If by Factory Inspector is meant an Inspector whose duties are to ensure the sanitary maintenance of factories and workshops all Inspectors on our staff may be so described. It is not intended to replace them by women. But the matter will be kept in mind on the occurrence of vacancies. If the term has reference to the Home Factory Act and is intended to cover the health of employees and cognate matters, I am authorised to state (although the matter is somewhat beyond the scope of the Board) that the question of Industrial Employment of children is under consideration by the Government but the Government does not contemplate at present the creation of a post of Factory Inspector. The second question in this case therefore does not arise.
- Q. (3)—Will the President appoint a sub-committee to study the need or otherwise of building concrete dustbins in the smaller lanes so as to facilitate the scavenging of the Colony?
- A. (3)—If the Board as a whole desires to refresh its memory on a well-beaten subject I shall be glad to appoint a sub-committee.
- Q. (4)—Has any answer been received from the Government to the report of the sub-committee of the scavenging of the Colony? If so, why has it not been laid on the table?
- A. (4)—The report of the sub-committee appointed on Dr. Ozorio's motion 4/2/19 was laid on the table after circulation on 24/8/19. It has not yet been adopted by the Board.

Inspector H. E. Strange and Overseer M. Ligores were authorised to enter premises and inspect and seize unwholesome food in accordance with section 83 of the Public Health and Buildings Ordinance No. 1 of 1903.

THE POLICE PAY.
SIX PER CENT. RISE FOR EUROPEANS.

The scale of the new Police pay shows an increase of 60 per cent. on pre-war salary for the European members of the Force. This does not include the Captain Superintendent of Police and the Assistant Superintendents whose salary will be regulated with that of the whole cadet service of the Colony. The Indians have been given an alternative, one scale is based on a renunciation of the remittance privilege and the other scale prevails if the remittance privilege is retained. It is not known yet which the Indians will accept. The Chinese get a rise of about 30 per cent. inclusive of the present allowances they receive. The following is the full scale:—

EUROPEAN.
Chief Inspector, £200 to £300 by £25 annually; Inspector, £240 to £450 by £12 annually; Sub-Inspector, £220 to £300 by £10 annually; Sergeant, £200 to £300 by £10 annually; Lance-Sergeant, £180 to £210 by £10 annually.

INDIAN.
If remittance privilege is given up—Inspector, £180 to £300 by £30 annually; Sergeant Major, £160 to £300 by £30 annually; Sergeant, £200 to £300 by £12 annually; Lance-Sergeant, £175 to £285 by £12 annually; Constable (1st class) £152, (2nd class) £118; Recruit £103.

If remittance privilege is retained:—Inspector, £180 to £300 by £30 annually; Sergeant Major, £160 to £300 by £30 annually; Sergeant, £200 to £300 by £12 annually; Lance-Sergeant, £175 to £285 by £12 annually; Constable (1st class) £152, (2nd class) £118; Recruit £103.

CHINESE.
Inspector £180; Sergeant Major £200; Sergeant (1st class) £160, (2nd class) £134; Constable (1st class) £124, (2nd class) £104; Recruit £100.

MAN DROPS DEAD
WHILE ON A PILGRIMAGE.

A Chinese tailor, living at Wandai, who was on pilgrimage to the tomb of his ancestor, dropped dead on Monday night, opposite No. 23, Connaught Road, the cause being heart failure. The body was removed to the mortuary.

HONGKONG HORTICULTURAL SOCIETY.

ANNUAL GENERAL MEETING.

The annual general meeting of the Hongkong Horticultural Society was held in the office of Messrs. Jardine, Matheson & Co. yesterday evening. Commander C. W. Beckwith, presiding. The other present were Mr. H. H. J. Gompertz, Acting Chief Justice, Dr. Sanders, Messrs. H. Hancock, H. Percy Smith, N. L. Watson, H. Green, A. Nicol, C. L. Sanders, E. J. Noronha, J. A. Plummer (Hon. Treasurer) and H. B. L. Dowbiggin (Hon. Secretary).

The CHAIRMAN said:—A study of the annual report will show that the membership of this Society is about the same as of recent years, whereas the entries at the annual show have more than doubled in the last 12 years, the number of exhibitors have only increased 40 per cent. and membership to 60 per cent. A Society such as this is and in a place like Hongkong should have fully 300 members on its roll of membership and I would take this opportunity to ask the present members to do all they can to increase the membership of the Hongkong Horticultural Society by personal canvassing. The show this year was a great success in spite of the weather, and our thanks are due to the Hon. Secretary, H. B. L. Dowbiggin, for all the excellent arrangements made. With regard to the exhibits, the greatest improvement was in the vegetables, some very excellent exhibits being staged. The statement of accounts shows that we close the year with a balance of \$997.13, but as this includes 4 life memberships' subscriptions, it is apparent that we need a larger membership to cover the expenses of the annual show. The thanks of this Society are due to our Hon. Secretary, Mr. Dowbiggin for the three strenuous years of hard and thankless work as Hon. Secretary, and I hope we shall be as fortunate in his successor. Our thanks are also due to Mr. J. A. Plummer for his good work as Hon. Treasurer, and to Mr. A. R. Lowe for kindly auditing the accounts free of charge. The draft schedule of classes for 1921 show has again been published with the annual report to enable members to order their seeds in good time. I cannot close my remarks without a reference to the late Mr. J. T. Tutecher, Superintendent of Botanical and Forestry Department in this Colony, who served on our Committee for many years and gave at all times much valuable advice and assistance at our shows. Our heartfelt sympathy goes out to Mrs. Tutecher in this her sad bereavement.

The report and statement of accounts were adopted on the proposition of the Chairman, seconded by Mr. R. Hancock. Mr. Hancock, in seconding, said he would like, on behalf of the members of the Society, to express to the Committee their thanks for the work they had done to bring the Society to what it is to-day. He would particularly wish to thank Mr. Dowbiggin, who has been a most indefatigable worker. He thought everyone appreciated the work of the Committee. Committees were apt to be shot at and criticised these days, especially by those people who had not sufficient knowledge of the work which the Committees were doing, or by those who were themselves unwilling to do any work by joining the Committees. He thought he was voicing the feelings of all present as well as of those not present when he expressed his thanks to the Committee. They would find it very hard to fill the Secretaryship, and he hoped that whoever took it on would prove as hard a worker as Mr. Dowbiggin had been.

The Chairman read a letter from Mrs. Tutecher thanking the Committee for their sympathy expressed through Mr. Dowbiggin. She said she deeply appreciated their kindness.

The election of office-bearers for the current year resulted as follows:—PRESIDENT—Mr. L. N. Lee. HON. TREASURER—Mr. J. A. Plummer. HON. SECRETARY—Mr. L. Gibbs.

COMMITTEE—Mrs. Aubrey, Mrs. Meland, Mr. H. H. J. Gompertz, Mr. H. Green, Mr. A. Nicol, Mr. J. Robinson, Mr. Ho Kam Tong, Mr. E. J. Noronha, and J. F. Eca da Silva.

Three suggestions were noted for the consideration of the incoming Committee. Mr. H. Percy Smith suggested that the Show be held in some public place like the Parade Ground and that it be kept open at night, with a band as an additional attraction.

Mr. A. Nicol suggested that the Show be limited to one day. The expenses on the second day were three times the receipts. The cut flowers were all dead and the vegetables "uninviting." Mr. Nicol also suggested the appointment of a sub-committee of three, not necessarily members of the Committee, to lay down distinct rules as to judging, and to see these rules carried out, especially in regard to an encouragement of exhibits of a higher standard. The meeting closed with a vote of thanks to Commander Beckwith for presiding.

WOMEN IN HONGKONG.

May 11th.

My head is full of suggestions for topics for my weekly contribution to these pages. I feel like the would-be "star" performers at concerts, who add "By special request" to certain items on their programme; no one ever believes that they have been specially requested, and the little complimentary sentence is looked upon as a cheap form of trumpeting; so will it be with me when I say that many of my "carping criticisms" are written by "special request." Without any hope of being believed I am obliged to admit that the subject of my discourse, on women in Hongkong, to-day, is, by special request, of a man visitor to this little community.

This particular young man has plenty of time on his hands to accept suggestions, for entertainment, to make up a foursome at Bridge or tennis, to golf, to swim, to dance and to make himself generally useful and pleasant in the round of joy.

He looks very eligible, but I would not presume to say whether or not he is worthy of the shot and shell of designing Mamas with marriageable daughters; but presuming that he is, what he wants to know and what other men want to know, is, how on earth is a man going to get to know anything about a girl if he never sees her away from the eagle eye of guardians and chaperones? We have, of course, to presume that the ordinary society girl in Hongkong has only one career in view and that is marriage, for she is obviously not being trained for any independent existence. This being the case, how on earth is she going to enter into such a trying and permanent partnership without being given the means to know and become known by a possible partner? The risk, supposing any one is willing to undertake it, is appalling.

There is another aspect to the over-chaperoning question, and that is the amusements of entertaining a girl when it means taking her family along with you, after summing up the cost, most doctors end by entertaining young married women.

I believe it is a fact that most of the dance parties and golf tournaments and bathing parties are arranged by women or grass widows. People coming straight from England find it strange that chaperones are still considered necessary. I know that I am up against a lot of old-fashioned prejudice, or shall we say, principle, when I defend the modern idea, that a girl should know enough to "come in out of the rain," but I am up for liberty, and I think that if a girl has not acquired sufficient moral control and common sense by the time she is grown up, to be able to go out alone with a decent man, she should be locked up in a convent.

One might safely trust the ordinary clean-minded man and girl to go about together with touching the bounds of indiscretion. The knowledge that they were expected to run straight should be an infinitely more practical plan than wrapping them up in cotton wool, and teaching them to expect a chaperone to look after their morals or white-wash their carelessness and indiscretions. There is too much importance attached to what people say in Hongkong, and many perfectly nice women, and men too, will tell you candidly "I would do so and so in England or America, but not in Hongkong; people would talk." Really the moral of such a standard is appalling; a thing is either right or wrong and a mere little matter of environment is not going to affect the moral aspect.

Someone wants me to write about the shocking state of the roads leading to the new garden city on the mainland. More details wanted please. I am open to an offer of a motor car and chair ride to the aforesaid city to see for myself.

Friday and Saturday nights' entertainment at the R.A. Theatre has been the topic of much favourable comment. Being a bit of an egoist, I was particularly interested to find that my scribbling had been considered worthy of a verse in topical additions to Mrs. Oliver's interpretation of "Just another little drink." I have always felt that to be the subject of a topical verse would be to attain the very pinnacle of fame, so I venture to immortalize the verse in the columns of the Daily Press.

There's a scribbler that I wot of Who writes unto the Press, And kisses the Colony With details of our dress; So we raise our morning paper With a feeling of alarm, And another little drink wouldn't Do us any harm.

I am not saying that there is anything to be proud of in acquiring a reputation for describing people's clothes. There are, perhaps, other points one might have preferred to have had noticed, but one must not expect too much and it is something to have achieved fame! Well, it was an excellent show. Sometimes the audience was just a wee bit slow, but there were many who thoroughly appreciated every joke. Captain Bristowe gained a reputation as a first-class burglar; Mrs. Bristowe and Major Low were excellent.

Mrs. Kilgour and Mrs. Carrington were clever and amusing. Mrs. Oliver a splendid imitation of Violet Loraine. Messrs. Freeborn, Green, Merrin and Lieut. Franks delighted the audience and Mrs. Bowen worked like a Trojan at the piano. Their Excellencies and many other local luminaries cast their light upon the proceedings, and many more people who had taken tickets would have been present, but for a wave of sickness that is passing over the town just now and is reducing diets and figures, with a corresponding loss of energy, which makes the home chair seem an inviting sight after night-fall.

The accident to Mr. Lee's car on the Castle Peak Road makes one thankful for the luck we most of us enjoy when motor-ing around the mountain-sides on roads barely allowing the passage of two cars abreast.

I confess to many bad moments when corners are taken at top speed, for there is little between the car and the slope of the mountain, and if anything does go wrong there seems very little chance of escape. Mr. Lee and party were lucky to escape with their lives.

I am not criticising the roads, perish the thought! One is only too grateful for the amusement and diversion they afford, but oh! such a lot of us wish they had been wider.

It was interesting to read Mr. Gibbs' little homily to members of the Horticultural Society. It shows one the other side of the slide. We are always inclined to blame office-bearers for keeping all the power in their own hands, but what can they do if the committee is slack or lazy, and likes to leave the work to the willing horse and then thump him when he makes a mistake? I have always contended that most committees get what they deserve when they put up with autocracy. It will not be the fault of present office-bearers of the Horticultural Society if after Mr. Gibbs' appeal, new blood is not introduced.

I have not written about the Peak Tram way for about two weeks, so it is just about due for notice again, for, after all, if there is one thing more than another that matters to us who live on the heights it is the tram that takes us to earth.

Just lately we have all been very much interested in the building of new steps destined to aid our ascent and descent, and badly wanted they were, although even the new arrangement is a bit perilous. I wonder, now I come to think of it, why the platforms have never been raised to a level with the car. May Road station is, of course, the great and horrible adventure, and every poor soul, who alights there, feels that every eye is upon her as she battle manfully with the slope of the car. Next comes a hefty swing to free herself from the doorway; she then clings madly to the brass-handle and painfully climbs on to the steps of the station, and as the car moves down the hill she is in full view. She walks down feeling that her skirt is miles too short in front and miles too long behind, and wonders if there is a Jacob's ladder in her hole-proof silken hose. She is afraid to move but still more afraid to stand still, and all she can do is to endeavour to hide her embarrassment and heave a sigh of relief when the car disappears from sight.

There was a narrow squeak the other night when a young and agile woman slipped from the step on the top station and came a wasty cropper with a twisted ankle. Some day when someone is badly hurt and an action for damages is brought forward and lost or won, it will be realized that the stations could be re-constructed on safer lines.

THE SCRIBBLER.

MAGISTRACY ITEMS.

FEAR OF BEING MURDERED.

When a Chinese, who was charged with attempting to export a quantity of subsidiary coins, found his money confiscated he expressed fear that on going back to the country he would be murdered.

INDIAN WATCHMAN DRUNK.

An Indian watchman was charged with being drunk and disorderly. The man was found in a ricksha blowing a Police-whistle. The Water Police turned out in full force thinking that there was trouble. The man was fined \$2.

THE "NO-CHIT" SYSTEM.

Yesterday J. Farguhar, who was let out on bail of \$10, on the promise that he would go on board his ship and pay the \$2.25 to the Hongkong Hotel, which company he was charged with attempting to cheat in respect of drinks, failed to attend Court. His bail was exonerated, the Magistrate ordering that \$2.25 should be paid to the hotel.

Inexpensive Frocks

LANE, CRAWFORD & Co's. New Models exemplify many delightful and fascinating styles for coming wear, all with the inimitable impress of L. C. & Co's. quality. From the simple Morning-Frock to the elegant Evening Gown, each garment reveals that note of distinction which so insistently appeals wherever discriminating taste is exercised.



Just received a most beautiful collection of Day and Evening Gowns in Crepe de Chine, Georgette, Net, Voile and Cotton Crepe.

LANE, CRAWFORD & CO.

Just received from U.S.A. a new shipment of Typewriters—different models.

Inspection cordially invited by—

UNIVERSAL IMPORT & EXPORT CO.

HOTEL MANSIONS,

TOP FLOOR,

HONGKONG.

NEW COLUMBIA RECORDS

A5687	IL TROVATORE	ANSEL CHORUS	COLUMBIA OPERA CHORUS
	MARITANA	CHORUS	
A5531	PUPPCHEN	ONE STEP	FRANCES BARD
	Y COME LA VA	TANGO	
A5794	SHORE AT LEI WAI	FOX TROT	
	LADDER OF ROSES	ONE STEP	
A2595	HERE COMES AMERICA	FOX TROT	EARL FULLER'S ORCHESTRA
	MICKEY		

The Anderson Music Co., Ltd.,
16, Des Voeux Road. Tel. 1322.

Powell Ltd.

TELEPHONE 346

WE HAVE JUST RECEIVED A FRESH CONSIGNMENT.

OF
HIGH-CLASS

SUMMER SUITINGS

IN

SUBSTANTIAL LIGHT-WEIGHT MATERIALS

INCLUDING

SMART LINENS, COTTON AND SILK

FANCY CASHMERES

WORSTEDS, FLANNELS, SERGES

ETC. ETC.

STYLE AND FIT EXCLUSIVE.

NEW ADVERTISEMENTS

NOTICE TO CONSIGNEES.

S.S. "LAKE CITANO VOY 1-HOME."
FROM CALCUTTA via RANGOON, and
SINGAPORE.

THE above-mentioned vessel, having
arrived from the above-mentioned
Ports, consignees of cargo are hereby
informed that they must take immediate
delivery of same from alongside, and all
Cargo impeding discharge will be landed
at their risk and expense into the Pacific Mail
Steamship Company's Godowns at West
Point, and stored at Consignees' risk.

Consignees are hereby notified that General
Average has been declared, and before
delivery of Cargo can be given they must
sign General Average Bond, furnish com-
pleted valuation statements and pay a Gen-
eral Average contribution of 2 per cent.
of the invoice value of the Goods.

Consignees of Cargo are hereby notified
that they must produce an Import Permit
signed by the Superintendent of the Imports
& Exports, Hongkong before Bills of Lading
can be countersigned.

All broken, chafed and damaged goods are
to be left in the godowns where they will
be examined on May 17th, at 10 A.M.
All claims must be presented within a week
of the steamer's arrival here after which they
cannot be recognized. No claim will be
admitted after the goods have left the
godowns, and all goods remaining undelivered
after May 17th, will be subject to rent.

No Fire Insurance whatever will be
effected.

Consignees are requested to send in their
Bills of Lading for countersignature im-
mediately.

PACIFIC MAIL STEAMSHIP CO.
As Operators, U.S. Shipping Board.
Hongkong, May 10th, 1920. 911

P. & O. BANKING
CORPORATION.

Capital ... £5,000,000
in £10 Shares.
Present issue 250,000 Shares
at £10-2-6.
Lists close in London on or before
18th May, 1920.

Lists now open. Payments: £10.0.0. on
application, £5.0.0. on allotment, £4.2.6.
on 1st July, 1920.
Falling Nominations in London application
will be received by the undersigned who
expect telegraphic information when Lists
close.

Full allotment cannot be guaranteed.
Payment by telegraphic transfer against
receipts here, certificates issued London.

MACKINNON MACKENZIE & Co.,
Agents,
P. & O. B.N. Co.
23, Des Vaux Road,
Hongkong, May 11th, 1920. 904

APPOINTMENT.

WE have this day appointed Mr. J. A.
GUTIERREZ to act as MANAGER
of our Export Department.
YOUNG & TYLSE,
No. 6, Des Vaux Road,
Hongkong.
Hongkong, May 10th, 1920. 901

TO LET.

THREE-ROOMED FLAT on Shamone,
Canton.
Apply—
"Box No. A492." 899

TO LET.

A FIVE-ROOMED HOUSE at PAU,
Fully furnished, to be let from begin-
ning of June for three-four months, rent
£250 per month.
Please apply—
P. O. Box No. 6. 878

TO LET.

A SHOP in Nathan Road, Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE
CO., LTD.,
Alexandra Buildings. 88

TO LET FURNISHED.

A VAHOUSE, May Road.
Apply to—
THE HONGKONG LAND INVEST-
MENT AND AGENCY CO., LTD.
1888

ST. JOHN'S
CATHEDRAL

ORGAN RECITAL
MONDAY,
May 17th,
at 6 p.m.

INTIMATIONS

HONGKONG GYMKHANA CLUB.

THE THIRD GYMKHANA MEET-
ING of the Season will be held at
HAPPY VALLEY, on SATURDAY, MAY
15th, commencing at 3.30 P.M.
The Charge of Admission will be \$1 for
others than Members of the Hongkong Jockey
Club or GYMKHANA CLUB.
Soldiers and Sailors in uniform Half Price.
The Committee invite the Ladies of Hong-
kong to be present.
Hongkong, May 7th, 1920. 885

UNION INSURANCE SOCIETY OF
CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the
47th ORDINARY YEARLY MEET-
ING of the Society will be held at its Head
Office, Nos. 3 and 4, Queen's Buildings, Hong-
kong, on FRIDAY, May 21st, 1920, at Noon,
for the purpose of receiving the Report of the
Directors together with the Statements of
Account to 31st December, 1919, and of
declaring Dividends, etc.
The TRANSFER BOOKS of the Society
will be CLOSED from 8th May to 21st May,
both days inclusive.

By Order of the Board,
C. H. P. HAY,
Deputy General Manager.
Hongkong, May 4th, 1920. 868

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the
51st ORDINARY YEARLY
MEETING of the Company will be held at
its Head Office Nos. 3 and 4, Queen's Build-
ings, on FRIDAY, MAY 21st, 1920, at
12.30 P.M. for the purpose of receiving the
Report of the Directors together with the
Statements of Account to 31st December, 1919,
and of declaring Dividends, etc.
The TRANSFER BOOKS of the Company
will be CLOSED from 8th May to 21st May,
both days inclusive.

By Order of the Board,
C. H. P. HAY,
Deputy General Manager.
Hongkong, May 4th, 1920. 870

BRITISH TRADERS' INSURANCE
COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the
54th ORDINARY YEARLY
MEETING of the Company will be held at
its Head Office Nos. 3 and 4, Queen's Build-
ings, Hongkong, on FRIDAY, MAY 21st, 1920,
at 12.45 P.M. for the purpose of receiving the
Report of the Directors together with the
Statements of Account to 31st December, 1919,
and of declaring Dividends, etc.
The TRANSFER BOOKS of the Company
will be CLOSED from 8th May to 21st May,
both days inclusive.

By Order of the Board,
C. H. P. HAY,
Deputy General Manager.
Hongkong, May 4th, 1920. 869

THE HONGKONG ELECTRIC CO., LTD.

NOTICE IS HEREBY GIVEN that the
THIRTY-FIRST ORDINARY
GENERAL MEETING will be held at the
Company Office, St. George's Buildings, on
SATURDAY, MAY 22nd, 1920, at 11.30 A.M.,
for the purpose of presenting the Report of
the Directors together with a Statement of
Accounts to 23rd February, 1920, and elect-
ing Directors and Auditors.
The TRANSFER BOOKS of the Company
will be CLOSED from the 15th to the 22nd
May, 1920, both days inclusive.

By Order of the Board of Directors,
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, May 4th, 1920. 871

THE CANTON INSURANCE OFFICE,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-NINTH ORDINARY
YEARLY MEETING of SHARE-
HOLDERS will be held at the Office of the
undersigned on TUESDAY, MAY 25th, 1920,
at 11.30 A.M.
The TRANSFER BOOKS and REGISTER
of MEMBERS of the Company will be
CLOSED from the 11th May to the 24th
May, both days inclusive.
JARDINE, MATHESON & Co., Ltd.
General Agents.
Hongkong, May 2nd, 1920. 859

FRENCH LESSONS

G. MOUSSON.
18, MORRISON HILL ROAD.

REPULSE BAY HOTEL.

THE MISSES DE VINE AND TERREY,
SOCIETY ENTERTAINERS,
WILL INTRODUCE
HARMONY AND SONG
AT THE USUAL
TEA DANCING AND DINNER DANCE
TO BE HELD
ON
WEDNESDAY, MAY 12TH,
AND
SATURDAY, MAY 15TH,
SUNDAY, MAY 16TH.
Orchestral Concerts during Tiffin and
Afternoon. 910

NOTICES TO CONSIGNEES

S.S. "LIEUTENANT DE LA TOUR,"
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE
CONSIGNEES of Cargo from LONDON &
ANTWERP in connection with above
Steamer are hereby informed that their goods
with the exception of Opium, Treasure and
Valuables are being landed and stored at their
risks into the hazardous and/or extra
hazardous Godowns of the Hongkong
Kowloon Wharf and Godown Co., Ltd. at
Kowloon, whence delivery may be obtained
immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon To-day requesting it to be
landed here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed
after the 15th inst., at Noon, will be subject
to rent and landing charges.

All claims must be sent in to me on or
before the 17th inst., or they will not be
recognized.

All damaged packages will be examined by
Messrs. Goddard & Douglas on THURSDAY,
the 13th inst., at 10 A.M.

No Fire Insurance has been effected.
R. RODENFUSER,
Acting Agent.
Hongkong, May 7th, 1920. 880

THE EAST ASIATIC CO., LTD.

NOTICE TO CONSIGNEES.

FROM SCANDINAVIA.

THE Motorship

"PERU"

having arrived from the above ports
on the 9th May, 1920, Consignees of
Cargo by her are hereby informed that all
Goods are being landed at their risk into the
hazardous and/or extra-hazardous Godowns of
the Hongkong and Kowloon Wharf and Godown
Company, Limited, whence and/or from the
wharves delivery may be obtained.

Goods not cleared by May 15th, 1920, will be
subject to rent.

All broken, chafed and damaged packages
are to be left in the Godowns where they will
be examined on May 14th, 1920, at 10 A.M.

Claims against the Steamer must be
presented within 10 days of arrival, otherwise
they will not be recognized.

No Fire Insurance will be effected by us
in any case whatever.

Bills of Lading will be countersigned by
Messrs. THORSEN & Co.,
Agents.
Hongkong, May 9th, 1920. 800

INDO-CHINA STEAM NAVIGATION
CO., LTD.

NOTICE TO CONSIGNEES

FROM KORE AND MOU.

THE Steamship

"YAMASHIRO"

having arrived from the above ports
Consignees of Cargo by her are hereby
informed that all Goods are being landed
at their risk into the hazardous and/or extra
hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Ltd.,
whence and/or from the Wharves, delivery may
be obtained.

Goods not cleared by May 15th, will be
subject to rent.

All broken, chafed and damaged packages
are to be left in the Godowns where they will
be examined.

Claims against the Steamer must be
presented within 10 days of arrival, otherwise
they will not be recognized.

No Fire Insurance will be effected by us
in any case whatever.

Bills of Lading will be countersigned by
JARDINE, MATHESON & CO., LTD.,
General Managers.
Hongkong, May 7th, 1920. 891

AMERICAN AND MANCHURIAN
LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"KAZEMBE"

having arrived, Consignees of Cargo are
informed that all Goods are being landed
at their risk into the hazardous and/or
extra-hazardous Godowns of the Hongkong
Kowloon Wharf and Godown Co., Ltd. at
Kowloon, whence delivery may be obtained.

No claim will be admitted after the Goods
have left the Godown, and all Goods remaining
undelivered after 5th May, will be subject
to rent.

All claims against the Steamer must be
presented to the Undersigned on or before the
15th May, 1920, or they will not be
recognized.

All broken, chafed and damaged Goods
are to be left in the Godowns where they
will be examined on any TUESDAY or FRIDAY
between the hours of 10 A.M. and Noon,
within the free storage period.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
THE BANK LINE, LTD.,
General Agents.
Hongkong, April 29th, 1920. 894

PALACE HOTEL, KOWLOON.

Corner of Halfpenny & Hankow Roads,
T. & L.
Tel. 4444.

TWO Minutes from Ferry and Railway
Station. This Hotel has just been
completely renovated and furnished in
now up-to-date in every respect and under
English Management.

Ordinary and personal supervision of the
Proprietor.

BAR AND BILLIARD ROOMS,
TERMS MODERATE.
Special Arrangement for Families on
Application to—
J. E. O'NEILL,
Proprietor. 77

INTIMATION

LAVENDER
WATER.

The Old English
Perfume.

Ideal for summer.

Fragrant and
refreshing.

A. S. WATSON & CO.,
LIMITED.

THE HONGKONG DISPENSARY.

11

BIRTHS.

NATHAN.—At Shanghai, on May 5th, to
Mr. and Mrs. E. S. NATHAN of No.
10, Steward Road, a daughter.

STEINMAN.—At Shanghai, on May 4th, to
Mr. and Mrs. THEODORE WINTERBOP
STEINMAN, a daughter.

DEATHS.

LEASK.—At Ayrshire, N.B., on the 8th
inst., EUPHRAIA LAUGHTON, widow of
the late Henry Leask, aged 86 years. 809

SPONG.—At Shanghai, on May 6th, from
typhoid fever, ANSON CLAUDE SPONG,
Superior Fireman of the Shanghai
Fire Brigade, formerly of Pine Creek
Township, Pennsylvania, U.S.

ACKNOWLEDGMENTS.

Mr. J. MARRIN begs to tender his heart-
felt thanks to those who sent wreaths
and condolences in his recent and
bereavement and also to those who
attended the funeral. 911

Mrs. E. E. DA SILVA and family beg to
tender their heartfelt thanks to those
who sent wreaths and condolences in
their recent and bereavement and
also to those who attended the
funeral. 910

THE RECONSTRUCTION OF
GERMAN INDUSTRY.

GERMAN commercial literature is beginning
to arrive in China again, though it
seems to be a long time in transit. By
the latest mail we have received a copy
of an Export and Import Review issued
in January. It is printed in English in
order "to give to the English-speaking
reader a true and candid account of the
industrial development in Germany." In
a cursory perusal of its contents we notice
that the blocking of news emanating from
German sources during the war is
described as having been "more deadly
in its effect than the hunger blockade,"
which is a manifest exaggeration. It was
not so much the blocking of news as the
almost total stoppage of Germany's
foreign trade and commerce that was
"deadly" in its effect, for, as the Editor
of the journal has occasion to remark,
Germany depended very largely on raw
material from abroad to keep her
manufacturing industries going. Ger-
many's "mighty industrial structure"

depended for its life upon "a vast number
of roots extending to the boundaries of
the home countries and far across the
oceans into Colonial possessions and into
foreign lands." But now as a result of
the war the writer laments that "all these
roots have been cut, with the exception
of the one planted in the very heart of
the old German Empire, and even this
last root is being starved off nourishment
because under the conditions of the Peace
Treaty the fertiliser sorely needed for
keeping it alive must be sent to other
countries." Hopeless as the task of
reconstruction may seem, says the writer,
the Germans owe it as a duty to themselves
and the community at large to attempt to
buckle it by work in the homes, work in
the schools and work in the factories. In
this manner they hope to dispel the
prevailing mistrust and to take their place
again by the side of the other great
peoples of world, "not as a mighty
military or naval power but as a nation
of workers." Through the contributed
articles, however, runs a vein of deep
despair. "Every day," says one writer,
"we read of industrial undertakings and
important public institutions closing down
owing to lack of coal. In the cold and
cheerless homes, schools and universities
no work is possible. The operating
theatre and medical college of the Kiel
University had to be closed. The traffic
system is utterly disorganised. Where is
this going to end? Of what avail is our
work, our abilities, if everything we touch,
falls to dust before the demands of the
Entente? Do the politicians of the Entente
really believe that they can convince the
German people of the justice and equity
of the Peace of Versailles?" We do not
suppose that they do, but they have
thoroughly satisfied themselves that the
stipulations of the Treaty are but barely
just and equitable to Germany's
late adversaries. What the Germans
who complain of its oppressiveness
are unable to appreciate is that
Germany's military effort in the war
plunged her nearest neighbours into a
state of misery and ruin which the
exactions now made upon the German
nation by way of compensation are utterly
inadequate to meet. She can therefore
expect small sympathy in her present
grievous plight. Germany will
surmount her difficulties, we have no
doubt, and that probably sooner than most
of us anticipate. Her people still retain
their confidence in the nation's industrial
capacity, and in the ultimate recovery of
her foreign trade, despite the fact that
nearly every country opposed to her in
the war endeavoured to become
independent of her with regard to the most
important necessities of life. They rest
their faith on the conviction that "the
scientific basis" of German industry will
prove in the future as it did before the
war, of advantage to the markets of the
world and will continue to be one of the
determining factors of the division of the
world's work. Further, they build their
expectations on the belief that the new
industrial centres created in other
countries during the war, instead of
making for self-sufficiency, will increase
the purchasing power and absorptive
capacity of the world's market and
constitute an ever greater stimulus to the
widening and broadening of economic
intercourse between the nations and to a
new and more perfect division of the
world's work. It is a "long view," and
for Germany the long view is the only
view which can at present be taken in
respect of the world market as she knew
it before the war. Her highest hopes
must centre for many years in such trade
opportunities as the countries on her
Eastern side might more readily afford.

Mr. W. W. Ritchie, Chinese Postal
Commissioner at Shanghai, went on leave
by the R.M.S. *Empress of Russia*. Mr.
F. L. Smith is in charge until July 1st
when Mr. C. H. Shields, Commissioner in
Canton for many years, arrives to take
over.

It is feared that there may be a re-
rudescence of influenza in Tokio and
other parts of Japan. In the Tokio pre-
fecture the number of influenza patients
during the last 10 days of April numbered
770, and 110 of these succumbed to the
disease.

Two cases (two deaths) of plague, three
cases (one death) of cerebro-spinal fever,
one case (one death) of small-pox, and
one case of diphtheria were reported in
the Colony last week. Two cases of
cerebro-spinal fever were reported on
Sunday and Monday.

With regard to the news that the Ger-
man Embassy staff has left Hamburg for
Tokyo, it is understood that the party will
be accompanied by German representatives
who will be located at Peking pending the
establishment of regular relations between
China and Germany.

H.E. the Governor is appointing a
Commission to enquire into the finances
of the Hongkong University, consequent
on the growing expenditure over the
income. The Commission will also con-
sider other aspects of the University.
The names of the members and the duties
imposed on them are not available at
present.

The Chinese Government plans the ap-
pointment of a commission to study the
condition of the common people with a
view to the betterment of their means of
livelihood. Apparently the appointment
of the commission is designed to forestall
Bolshevik propaganda. It is expected
that Mr. Liang Shih-yi will be the chair-
man of the Commission.

The Government and missionary schools
at Foochow on the 4th inst. began a
strike in sympathy with the general
students' strike to protest against secret
negotiations with Japan on the Shantung
and Fokien questions. The students de-
mand the revocation of the secret treaties
concluded during the last few years. The
strike at the missionary schools was to be
limited to three days.

The Chinese Government has decided to
organise a commission to revise the bank-
ing laws and regulations. The Chairman
will be either the Vice-Minister of
Finance or the Director of the Currency
Bureau, while the members will be drawn
from the Finance Ministry and Currency
Bureau staffs. It is understood that the
main object of the Commission will be a
revision of the laws to provide against in-
discriminate issues of bank-notes.

Owing to the fact that reporters were
not admitted to the meeting of the Golf
Club, the paragraph gleaned after the
meeting and published in our yesterday's
issue contained, we understand, an in-
accuracy when it said a proposal was
carried that restricted members should
pay a subscription of \$4 and tax. Appar-
ently the proposal is that restricted
members (those using the Happy Valley
and Deep Water Bay courses) shall pay
the present subscription only and a green
fee of \$1 a day if they use the Fanning
course, while those members habitually
using the Fanning course pay the monthly
subscription of \$5 plus a tax of \$2 a
month.

The drapers in both Osaka and Kyoto
are advertising "cheap sales" in order
to liquidate the stocks on hand. The lead-
ing wholesalers in cotton and silk piece
goods are reducing their prices by 50 per
cent. Weaving centres continue to report
suspension of work and in some cases the
workers are being permanently dismissed,
but most of the firms are retaining their
employees temporarily. The temporary
shutting down of the factories is attrib-
uted to the weavers' desire to curtail pro-
duction and thereby prop up falling prices.
However, if the present financial crisis is
followed by a protracted period of depres-
sion, Japan, says Reuters' correspondent
at Osaka, must face for the first time a
serious unemployment question which
will undoubtedly aggravate the Labour un-
rest. This question is already engaging
the attention of publicists.

FATAL MOTOR-CAR ACCIDENT

A DEATH ENQUIRY.

A Coroner's enquiry was held at the
Magistracy, yesterday, into the circum-
stances surrounding the death of a little
Chinese boy who was knocked down by a
motor-car in Queen's Road East a fort-
night ago.

The jury were Messrs. J. Patterson,
H. W. Woyler and J. A. Hiddons.

The evidence given was to the effect
that motor-car No. 804 was proceeding
towards the City and when passing St.
Francis Street knocked down the boy who
was crossing the road. The boy was taken
to hospital where he died.

Dr. Valentine gave the cause of death
as fracture of the skull, with hemorrhage.
After hearing the evidence the jury
brought in a verdict of "accidental
death."

CABLES.

LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

UNREST IN IRELAND.
ALARMING INCREASE IN
OUTRAGES.

London, May 9th.
Murders and outrages in Ireland grow more terrible daily. The vendetta against the Police has intensified. The Lord-Lieutenant and the executive officers are virtually prisoners in the country. They are only able to leave their retreats in armoured cars.

The situation is far worse than a month ago. The release of the hunger-strikers added fresh fuel to the murder campaign. In one day during the past week, fourteen brutal outrages occurred. Hundreds go unrecorded. The loyalists have been so terrorised that they suffer silently.

In one instance in Galway, a young girl was dragged from her bed, and her hair was cut off. On being threatened that her ears were to be shorn off, she collapsed. This, because she was seen speaking to a soldier.

These outrages are becoming common. Sinn Féiners daily hold courts and inflict sentences. A number of correspondents confirm the statement that the situation of the loyalists beggars description. Numbers are fleeing the country. They declare that if the British people realised their plight they would be ashamed of their desertion. Meanwhile, forty-two hunger-strikers were released from Wormwood Scrubs prison yesterday, and thirteen from the Cork goal.

ATTACK ON POLICE BARRACKS.

London, May 10th.
One hundred Sinn Féiners attacked the Police barracks at Newton Hamilton, Co. Antrim. The five defenders splendidly, and successfully resisted the attack through four hours of fire of rifles and bombs. The barracks were sprayed with petrol and set afire when the roof fell in and the defenders retreated to a yard where they held out until they were reinforced.

It appears that a detective in Dublin shot a wore an armoured waistcoat which saved his life, but his condition is critical after an operation.

TURKISH TREATY.

DELEGATION TO REPLY IN A
MONTH.

Paris, March 9th.
The Ambassador's Conference has decided to give the Turkish Delegation a month in which to reply to the Treaty which will be handed to them on May 11th.

TURKISH-SOVIET CONTACT.

London, May 10th.
The Times' Tehran correspondent says that a Military Convention for the duration of twenty years between Soviet Russia and Turkish Nationalists has been concluded, the latter refusing adherence to any Allied terms involving diminished Turkish sovereignty and the former to aid the Turks if attacked by the Allies.

The territory of Constantinople is to be Turkish, and the Straits free, the fortifications at the Dardanelles and the Bosphorus being destroyed.

The revolution in Baku which was effected by a collusion between the pro-Turkish Ittihad Party and the Bolsheviks has placed Armenian Erivan in a perilous situation.

Twenty British subjects, including the Naval Mission at Baku, during the revolution were held as hostages, pending the release of Turkish Unionists at Malta.

FRENCH STRIKE MENACE.

FIVE MEN ARRESTED IN PARIS.

Paris, May 9th.
Work has been resumed at Havre, St. Malo, Rouen, Bordeaux and Brest, also at the mines Nord Pas de Calais and the centre and south of France.

Five men were arrested in Paris for distributing anarchist leaflets. Subsequently, the Police searched the house of M. Sebastian Faure.

CONFEDERATION'S NEXT MOVE.

London, May 10th.
A message from Paris says that, having failed in the stoppage of the mines, the Confederation has called out the transport workers. It is stated that the movement is doomed to failure owing to lack of funds.

TO REVOLUTIONISE FLYING
MESSRS. HANDLEY PAGE'S NEW
INVENTION.

London, May 9th.
Messrs. Handley Page have achieved an improved design in aeroplane wings which will revolutionise flying. It is as important as the invention of pneumatic tyre to the road vehicles. The contrivance is the simplest and will, for a given result, reduce the aeroplanes to half their present size. It can be applied to any existing plane.

The new wing will enable aeroplanes to rise and alight with a smaller run, ensure greater safety and comfort and greater speed. It increases the load from 20 to 40 per cent.

The invention has passed the official tests, but details have not yet been disclosed.

COAL PRICES.

SIR ROBERT HORNE EXPLAINS
CAUSE OF INCREASE.

London, May 10th.
In the House of Commons, replying to Mr. Newman, Sir Robert Horne stated that the Government thought the removal of the present control on the inland distribution of coal as soon as possible essential. This was only possible if the artificial differentiation between prices of household and industrial coal were removed. Therefore, the Government concluded that household coal could no longer be sold more cheaply than industrial coal, and both should be sold at a price sufficient to cover the cost of production and the standard profits allowed by the Coal Emergency Act. Therefore, the maximum prices of industrial coal and household coal will be increased by 4s. 2d. and 14s. 2d. per ton, respectively from May 15th. The necessity of increasing the price would have arisen apart from the recent advance in the wages of miners, which, however, increased the cost of production by 2s. 10d. per ton.

SCOTTISH MINER'S BOMBHELL.

London, May 10th.
Scottish miners announce a further demand of increased wages if coal prices are raised.

MEXICO TAKEN.

REVOLUTIONARY GENERAL
ENTERS CITY.

New York, May 9th.
The State Department is informed from Vera Cruz that a wireless from Mexico City reports that the revolutionist General Obregon has gained complete possession of the capital.

AMERICAN MARINES READY.

Washington, March 9th.
A force of 1,200 Marines has been ordered to Keywest in view of possible service in Mexico.

AMERICAN GENERAL'S FEAT.

London, May 9th.
Unconfirmed reports from rebel sources show that General Hill has captured Mexico City. Carranza's forces fled. Americans in El Paso (Texas) are inclined to credit the report.

Washington, May 10th.
The United States Embassy in Mexico City confirms the statement that rebels captured the capital at noon on Friday. Foreigners were not molested in any way.

HUNGARIAN TREATY.

SERIOUS OPP. SITION TO
SIGNATURE.

London, May 10th.
A telegram from Budapest says that the whole Press is against signing the Treaty. Numerous deputies have declared that they will vote against signature, and urge breaking off negotiations with the Entente on the ground that the Entente could not apply coercion, and Hungary is not afraid of a blockade.

BOMB OUTRAGE IN CAIRO.

ONE KILLED: THREE CAPTURED.

Cairo, May 9th.
A bomb was thrown at a motor-car occupied by Hussein Bey, the Minister of Pious Foundations, who escaped unhurt. The chauffeur was slightly injured, and a student, standing near by, was mortally wounded. Two other students, who were slightly wounded, were arrested.

THE WAR ON BOLSHIEVISM.
POLES NEARING KIEFF.

Warsaw, May 9th.
An official statement says that the Polish troops have crossed the river Irpen, near Kieff. Patrols have entered the outskirts of the town.

RUMANIA DESIRES ALLIANCE
WITH POLAND.

London, May 9th.
It is reported from Budapest that Rumania is feverishly preparing militarily. It is reported from Berlin that M. Averescu, the Rumanian Premier, has gone to Warsaw to negotiate a Polish-Rumanian Alliance against Russia.

GENERAL PILSUDSKI'S OBJEC-
TIVE.

London, May 10th.
The Polish cavalry which captured Kieff handed over the town to the Ukrainians. The cavalry, pursuing the Reds, has reached a point fifty miles south of Kieff. The Bolsheviks have appealed to Polish peasants, declaring that the invasion is criminal and is assisted by the Allies. It appears that the fall of Kieff is due to the Poles turning the line of the river Irpen from the south. The Reds have retreated to the east bank of the Dniester, which is a formidable obstacle, but the Bolsheviks are compelled to leave their left flank in South Ukraine to its fate. Hence, the Ukrainians may soon advance and enter Odessa.

Meanwhile, it seems clear that Pilsudski has no hopes of conquering Russia or to achieve a decisive victory bringing the Soviet to a collapse. His best hope is to convince the Reds that war is unprofitable and induce them to accept his terms—namely an independent Ukraine and the readjustment of the eastern Polish frontiers, but this is not likely until the Soviet has made a great effort and failed. The view is held that General Brusiloff will make an effort northward of Pripet, in the direction of Minsk. Owing to the Russian concentration along the railways from Moscow, the threat to Minsk will be a direct threat to Warsaw. Meanwhile, all eyes are turned towards Rumania in view of the reported alliance with the Poles.

LEAGUE'S DELEGATION TO VISIT
RUSSIA.

London, May 10th.
A Moscow wireless replying to the League of Nations' admits in principle the admission of the League's Delegation into Soviet Russia with a view to studying conditions, excepting the delegates of nations at present warring against Russia. It is reported that Brusiloff has been appointed Generalissimo of the Soviet Armies.

A Polish semi-official message states that the Bolshevik Headquarters Staff is retreating in a disorderly manner.

ENGAGEMENT.

JONES-BAGNOLD.

London, May 9th.
The engagement is announced of Sir Roderick Jones, Chairman of Reuters, Ltd., and Enid, daughter of Colonel Arthur Bagnold, C.B., C.M.G. The marriage will be solemnised in June.

GERMAN ARMY.

BEING REDUCED TO AGREED
STRENGTH.

Berlin, May 9th.
It is officially announced that the reduction of the German Army to 200,000 will be completed by May 15th.

QUEEN ALEXANDRA.

ON THE WAY TO RECOVERY.

London, May 10th.
Queen Alexandra, who has been indisposed a fortnight through bronchial troubles, is recovering. No bulletins are being issued.

SUB-CUSTOMS AT LUNGKOW.

ON COMPLETION OF NEW WHARF.

According to an Asiatic News Agency despatch, it is officially announced that a sub-customs station has been established at Lungkow on the completion of the cement wharf built for the Chinese by Messrs. Anderson, Meyer & Company and both foreign and native steamers, drawing under twenty feet of water, can discharge their cargoes at the new wharf without using sampans. For the first time in the history of the Chinese Maritime Customs, a Chinese gentleman, named Hsu Hsing-ping, has been appointed official-in-charge of the sub-customs at Lungkow and concurrently collector of duties and taxes of the Lungkow native customs by the Peking Government. The Chinese merchants say that Lungkow will become one of the best seaports of North China in the course of the next decade, if both officials and merchants develop it for competing with the Japanese at Tsingtao.

CORRESPONDENCE.
TO BRIGHTEN THE LIVES OF
POOR CHILDREN.

TO THE EDITOR OF THE "HONGKONG
DAILY PRESS."

Sir,—It is with deep and grateful recognition of how much the Fresh Air Fund owes to friends and sympathisers in distant portions of the Empire that I venture to appeal to your readers once again to help me with it.

Looking backward over the twenty-eight years since the Fresh Air Fund was started, I cannot but rejoice at the progress which the organisation has made during that period. I wish I could add that the years which have passed had demonstrated equally the rapid and successful improvement in the lot of the slum child, but, unhappily, no one can pretend for a moment that this is the case. It is a curious irony that during the war perhaps in some instances—decidedly only a small minority—the condition of the slum child was a little better than it had ever been, but I gather from the reports received from our agents and helpers that the present state of the children of the very poor in every large town is as bad as in pre-war days.

In 1918 we provided 1,375 motherless children of soldiers and sailors, and children whose fathers had been killed at the front, with a fortnight's holiday. Last season 1,557 similar little ones benefited, and this year we hope, at the request and with the assistance of the Ministry of Pensions, to give a much larger number of children who come under this category a fortnight's holiday, in addition to our ordinary work.

It will readily be seen that this year the Fresh Air Fund requires more funds than ever, because in addition to the soldiers' orphans whom we intend to include in our programme the holidays will cost more. Even then the price asked for happiness is absurdly small. It provides a fortnight's holiday by the sea or in the country for the most needy and ailing little ones; i.e. 3d. gives one child a day's outing in the country; £13 delays the cost of a complete party of 200 little ones for the day with the necessary adult attendants. Donors of this sum can have the party known by whatever name they choose. There could be no better tribute to the memory of a dear one who has made the supreme sacrifice than to bring a day of happiness into the drab lives of poor children.

May I particularly impress upon your readers the fact that the whole of the money subscribed is spent upon the children. All the expenses of the management are borne by the promoters, who are Messrs. C. Arthur Pearson, Ltd., the publishing firm which I founded thirty years ago, and the Shaftesbury Society.

In the past twenty-eight years the Fresh Air Fund has sent 4,040,547 poor children to the country for a day's outing, and 53,940 to the sea or country for a fortnight's holiday.

It is easy to record in mere hard statistics the work accomplished, but who can place on record or value the results achieved in terms of life, health and happiness! These things cannot be estimated but they can be imagined.

Subscriptions, however small, will be thankfully received and acknowledged by Mr. Ernest Kessell, Hon. Secretary, F.A.F., 226, Gt. Portland Street, London, W.1. England.—Yours faithfully,

ARTHUR PEARSON.

226, Gt. Portland St., London, W.1.

March 10th, 1920.

ABOLISH TUCHON SYSTEM.

MILITARY GOVERNORS OBJECT.

An Asiatic News Agency despatch from Peking states:—

With reference to the proposal of the Military Governor, Lu, of Chekiang, favouring the abolition of the Tuchon system throughout China, the most important counter-proposals are from Military Governor Li Shun of Kiangsu, and General Chang Tso-lin.

These three powerful Military Governors are unanimously of the opinion that the question should be postponed until after the reunification of the North and the South, because after the nominal abolition of the posts of Military Governors, special military districts will be created in the various provinces merely for finding new jobs for the high military officers.

General Tso-lin adds that this means putting new wine into old bottles, while General Chang Tso-lin says that he supports the suggestion from the bottom of his heart if it really benefits China, but still he regards the creation of special military districts in place of the existing Tuchon system as "the mere change of water without changing medicine for the patient" who, he says, is too weak to stand against such an evolution at the moment. These ideas are being supported by Generals Nye Shih-chung, Wong Tsan-yuan, and Tien Chung-yu, so that there is every possibility of the proposal being shelved by the Government.

OUR LONDON LETTER.
HOUSE OF COMMONS AND THE
HOME RULE BILL.

BIG SECOND READING MAJORITY.

London, April 1st.
This week the second reading of the Home Rule Bill for Ireland passed the House of Commons by a majority that was unexpectedly large—348 votes against 94. The House has adjourned over Easter until April 13th, and as soon as Members meet again the Bill will enter on the Committee stage, when it is expected that a serious effort will be put forth to make the measure a sound and practicable piece of legislation.

Outside Parliament, so far as this country is concerned, there is very little concern about Home Rule. In days gone by such a proposal would have thrown parties into a state of violent excitement. But recent events in Ireland have created the impression that the Irish question is a hopeless morass; things have reached such a pass in that unhappy land that it really matters little what is done politically, for conditions cannot be worse than they are now, and it is doubtful whether they will be made better by an Act of Parliament.

The speeches on the Bill in the Commons were moderate in tone. The debate indicated that a great deal of water has run under the bridge since Home Rule was last under discussion at Westminster. It was noticeable that a general desire existed to give the Irish a measure of self-government that, however imperfect it might be, will close the mouths of Irish agitators, whose great point always has been that English statesmen are insincere about Home Rule—that they offered words freely enough, but deeds were wanting.

It will rest with Irishmen themselves to make the best of the Bill. Ulster and Nationalist Ireland must co-operate, as well as they know how (and that, of course, is not saying much), in order to give effect to the new proposals for self-government. If any section in Ireland refuses to co-operate in putting Home Rule into force and working it loyally for the general well-being of the country, it will be impossible for them to say that Englishmen, Welshmen and Scotsmen are refusing them the right to manage their own affairs in the special way that is necessary to Ireland, with its peculiar problems of religion and politics that are non-existent elsewhere.

It may be noted that Mr. Asquith's handling of the question was ineffective and unconvincing. Naturally, he was in favour of his own Bill, already on the statute book but abortive, and now operative owing to war-time changes. He opposed the present proposals, but had nothing concrete or workable to offer as an alternative. Mr. Lloyd George described Mr. Asquith's objections to the Bill as "vehemently futile". One chief interest in the debate, however, centred in Sir Edward Carson, the spokesman and leader of the Ulstermen. He was as gloomy as ever, but the satirical feature about what he had to say was an declaration that although he would not vote for the Bill he would do nothing to prevent it becoming law. This is a decided advance along the road towards conciliation since the time when Sir Edward was protesting himself ready to "die in the last ditch" fighting against Home Rule. As the *Mail* says, the conciliatory spirit of the Ulster leader reveals "a glimmer of that statesmanship and goodwill which can only guide Ireland at last to a Union and peace."

Over one hundred pages in the *Gazette* are required to record the latest additions and promotions in the Order of the British Empire awarded for services rendered in connection with the war. The list contains between 5,000 and 6,000 names, and the daily papers that make a practice of publishing official announcements are finding it necessary to print the names of the favoured in successive issues like a long story.

Of the new Knights Grand Cross only two had not formerly the title of knight-hood, and the new Knights Commanders include three who were knights before, so that the new honours list comprises 106 new knights. Included in the number are six war correspondents who rendered good service on the Western Front.

HANDLEY-PAGE IN CHINA.
I have received a note from the Handley-Page Company stating that the commercial aeroplanes they supplied to China to the order of the Chinese Government have been passing through the official tests in the severest weather conditions. The first machine successfully made its trial flight in a gale; and the second machine was frost-bound while flying with 30 passengers on the occasion of the first official test. The cold was so intense at 6,000 feet that the oil froze on the struts and wires, and a thermometer carried by a Chinese official sitting in the nose of the machine registered a temperature of 24 deg. below zero.

LONDON COMMERCE DEGREE.
THE KING TO INAUGURATE NEW
BUILDING.

The King has consented to lay the foundation stone of the building for teaching commerce for the commercial degrees of the University of London on Friday, May 25th, at noon.

The new building is being erected on a site granted by the London County Council adjoining the School of Economics in Clare Market. The University of London has been using the School of Economics for some time in connection with the teaching of commerce for commercial degrees, but the accommodation has been found to be inadequate, and the scheme, which was launched through the liberality of the Sir Ernest Cassel Educational Trust, is being rapidly proceeded with. At present the number of students who have come forward is so large that the University Senate has had to use warehouses and Y.M.C.A. huts for the purposes of instruction. At present there are 120 students reading for the first intermediate examination in commerce. Indeed, the Commerce Faculty has become so popular that it is now comparable with the Medical Faculty of the University. The site which will eventually be covered by the new building is some 50,000 square feet in extent, and is expected to meet all the requirements for some time. Up to last month subscriptions to the amount of £302,378 had been promised including £170,000 given by the Sir Ernest Cassel Fund for the endowment of professorships and lectureships, for the teaching of modern languages, and for scholarships, but since then many other substantial gifts have been made. The Carnegie Trustees have given £10,000 for the erection of a library adjoining the old School of Economics; but it is not proposed to proceed with this part of the scheme until the other buildings have been erected. The building for teaching commerce faces Houghton Street, which is just off Kingway and Aldwych; and the stone which the King will lay is at the base of one of the pillars at the main entrance.

LONDON'S FORWARD POLICY.
A thorough forward policy is being pursued by the University of London. It has established degrees in commerce and in estate management, and a proposal is being considered to confer degrees in engineering and technology. The degree of Bachelor of Commerce will be granted to candidates who pass the necessary examinations after a course of study lasting normally for three years. Those who desire may afterwards proceed to the degree of Master of Commerce, but only after a minimum of two years' satisfactory practical experience in the particular trade or industry taken up. There will be three examinations:—(1) Matriculation, or some examination recognised as its equivalent; (2) Intermediate; (3) Final.

While there will doubtless be a certain number of candidates who will be able to devote their whole time to the course, it is probable that the larger proportion will be composed of those who are employed by the day and can only study in their spare time, or are living away from London, and are therefore prevented from taking full advantage of the educational facilities provided. In its existing machinery for dealing with external students the University is already well equipped to handle this problem. It is proposed to supplement this by the erection of a central bureau, preferably in the City, where a thoroughly qualified staff of advisers will be available, in the evening as well as during the day time, to guide and assist individual candidates in their studies, both personally and by post. This bureau would also serve as a point of connection between business men and the University, as a centre of advice for candidates, and as an employment agency, to which employers could turn when seeking University-trained men.

In order that the work of the University may be made more clear to City business men, it is proposed to hold the first graduation dinner at the Guildhall on May 18th. The Lord Mayor will preside, and will be supported by Mr. H. A. L. Fisher, M.P., Minister of Education. About 200 City guests will be invited, and a feature of the graduation dinner will be the presence of 300 graduates and teachers, all wearing their University gowns.

DEVELOPMENT OF TRADE WITH CHINA.

Mr. H. H. Fox, C.M.G., Commercial Counsellor to His Majesty's Legation at Shanghai, calls attention in a recent despatch, to the wasteful practice of manufacturers and exporters not only in the United Kingdom, but also in practically all foreign countries, sending out trade circulars, catalogues, etc., to Chinese firms who have ceased to exist and whose addresses have apparently been taken from out-of-date directories. It is also pointed out that the addresses given in communications are in many cases given in Romanized Chinese, which makes identification almost impossible, with the result that the Chinese postal authorities are unable to execute delivery.

British firms desirous of entering the China market are advised to apply to the Department of Overseas Trade or to the Commercial Counsellor to His Majesty's Legation at Shanghai for information as to the classes of goods which are likely to find a sale in China, and for the names of firms who would be suitable as agents, thereby saving themselves the trouble and expense of sending out circulars which may in many cases not be productive of satisfactory results.

In an article referring to Mr. Fox's report the *Board of Trade Journal* says:— "In this connection it is desired to point out that trade enquiries generally, which United Kingdom firms may desire to make of British Consular Officers in China, should preferably be addressed either in the first instance to the Department of Overseas Trade, which may possibly be in possession of the desired information, or to the Commercial Counsellor at Shanghai. The practice of sending out enquiries to all British Consular Officers in China on the same subject often leads to an unnecessary duplication of work."

SHIPPING NEWS

ARRIVALS.

May 16th.
Arratoon Spear, British str., 2,331 tons, Capt. Rowe, from Calcutta via Straits, with a general cargo.—Mackinnon Mackenzie & Co.
Kashima Maru, Japanese str., 9,593 tons, Capt. Iwano, from Shanghai, with a general cargo. N.Y.K.
Lake Gila, American str., 1,612 tons, Capt. Johnson, from Singapore and Saigon, with a cargo of rice.—Pacific Mail S.S. Co.
Wingpo, British str., 1,234 tons, Capt. Freer, from Hankow and Swatow, with a general cargo.—B. & S.
Tai Sze Ma, Chinese str., 403 tons, Capt. Baker, from Hoihow, with a general cargo.—Yau Fat.
Yang Te Kiang, Chinese str., 401 tons, Capt. Brown, from Hoihow, with a general cargo.—Yuen Cheong Lee.

May 17th.

Aikawa Maru No. 19, Japanese str., 720 tons, Capt. Nara, from Canton, in ballast.—Kimura.
Derwent, British str., 1,560 tons, Capt. Benstead, from Hongay, with a cargo of coal.
Georgy, Russian str., 778 tons, Capt. Wainman, from Tourane, with a general cargo.—Chong Fat.
Haiyung, British str., 1,356 tons, Capt. Thomson, from Hongay, with a cargo of coal.—B. & S.
Eop Suny, British str., 1,338 tons, Capt. Ferguson, from Canton, with a general cargo.—J. M. & Co.
Hsinshing, Chinese str., 1,340 tons, Capt. Glen, from Canton, with a general cargo.—C. M. S. N. Co.
Kaiyung, French str., 177 tons, Capt. Pannier, from Haiphong and Pakhoi, with a general cargo.—Seug Kee.
Kyuta Maru, Japanese str., 1,617 tons, Capt. Matsunoto, from Muke, with a cargo of coal.—M.B.K.
Mo Hwa, Chinese str., 781 tons, Capt. Thierwell, from Hoihow, with a general cargo.—Wo Fat & Co.
Nora, British str., 4,188 tons, Capt. Collier, from Yokohama and Shanghai, with a general cargo.—P. & O.
Orma, British str., 2,008 tons, Capt. Maxton, from Moji, with a general cargo.—P. & O.
Tacuna, British str., 4,233 tons, Capt. Kay, from San Francisco, with petroleum.—Standard Oil & Co.
Tamaka, British str., 4,042 tons, Capt. MacDonald, from San Francisco, with oil.—Standard Oil & Co.
Tenshin Maru, Japanese str., 4,020 tons, Capt. Kidojima, from Moji, with a general cargo.—N.Y.K.
Yei Maru No. 4, Japanese str., 1,024 tons, Capt. Nishikawa, from Ching Wan Tao, with a cargo of coal.—Dodwell & Co.

CLEARANCES

May 17th.
Arratoon Spear, for Kobe.
Uheguta, for Bangkok.
Uheg Suny, for Canton.
Derwent, for Swatow.
Elkhorn, for San Francisco.
Hsinshing, for Foochow.
Hanoi, for Haiphong.
Nora, for London.
Biojun Maru, for Batavia.
Euparu, for Saigon.
Sin Kiang, for Canton.
Takatsue, for Saigon.
Tenshin Maru, for Bombay.
Unnun Maru, for Keelung.

SHIPPING MOVEMENTS.

The H. M. S. *Empress of Russia* arrived at Nagasaki on May 16th left there May 17th and is due at Kobe to-day.
 The R.M.S. *Monteagle* left Vancouver for Hongkong, via Japan ports and Shanghai on May 1st and is due here on or about May 26th.
 The N.Y.K. s.s. *Tatsuno Maru* (Calcutta line) left Kobe for this port via Moji on May 8th and is expected here on May 16th.

OLSINA WATER PAINT

WASHABLE DISTEMPER

MADE BY

MANDER BROS.

WOLVERHAMPTON.

LARGE STOCKS JUST ARRIVED.

COLOUR BOOKS AND PRICES ON APPLICATION.

Sole Agents:

LANE, CRAWFORD & CO.

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TUJIKINI	MACASSAR	16th May.	16th May.	MOJI
TJISALAK	JAPAN	18th May.	21st May.	JAVA

* Wireless Telegraphy.
 The steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a duly qualified surgeon. Car go taken at through rates to all ports in Netherlands India and Australia.
 For Particulars of Freight and Passage apply to:
 Yank Building, 1st Flr.

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574.

PASSENGERS.

ARRIVALS.

Per s.s. *Kashima Maru*, on May 16th:—
 Mr. and Mrs. R. Prins, Mr. Y. Bos, Mrs. E. A. Lilly, Miss H. G. Teden, Mr. S. Komor, Mr. C. B. Tengel, Mrs. A. Collins, Mr. A. L. Gembel, Mr. H. C. Moyle, Mr. H. A. Castro, Mrs. H. A. Castro, Mrs. J. H. Carvalho, Mr. A. H. C. Carvalho, Miss J. A. Orosio, Mr. S. Rivers, Mr. H. A. Farias, Mr. R. D. Simpson, Mr. V. O. Wilson, Mr. A. H. Compton, Mrs. A. H. Compton, Mr. F. H. Deviney, Mr. S. E. Jackson, Mr. E. Howard, Mr. C. L. Packa, Mr. H. Day, Mr. B. J. Kealey, and Mrs. E. H. Burt.

CHINA COAST METEOROLOGICAL REGISTER.

MAY 17th, A.M.

Station.	Hour	Barometer at Sea Level	Temperature	Humidity	Direction	Force	Weather.
Vladivostok	6 a.m.	30.85	61				
Nemuro	5 a.m.						
Hakodate	"	"	"	"	"	"	"
Tokio	"	"	"	"	"	"	"
Kochi	"	"	"	"	"	"	"
Nagasaki	"	"	"	"	"	"	"
Kagoshima	"	"	"	"	"	"	"
Oshima	"	"	"	"	"	"	"
Naha	"	"	"	"	"	"	"
Ishikijima	"	"	"	"	"	"	"
Bonin Island	"	"	"	"	"	"	"
Weihowai	8 a.m.	29.75	60	82	128	2	
Hankow	"	"	"	"	"	"	"
Ichang	"	"	"	"	"	"	"
Kiukiang	"	"	"	"	"	"	"
Changsha	"	"	"	"	"	"	"
Shanghai	"	29.80	68	96	1	1	
Gutzlaff	"	29.75	68	94	1	1	
Sharp Peak	7 a.m.	29.68	68	94	1	1	
Amoy	6 a.m.	29.61	70	91	0	0	
Swatow	"	"	"	"	"	"	"
Taihou	"	29.16	70	96	0	0	
Taichu	"	29.68	72	96	0	0	
Tainan	"	29.68	75	96	0	0	
Koshu	"	29.72	73	96	0	0	
Pescadore	"	29.64	77	96	0	0	
Canton	"	29.64	73	95	0	0	
Hongkong	"	29.61	72	98	0	0	
Gap Rock	"	29.61	72	98	0	0	
Macao	"	29.61	72	98	0	0	
Hoihow	8 a.m.	"	"	"	"	"	"
Pakhoi	"	"	"	"	"	"	"
Phulien	7 a.m.	29.61	77	93	2	4	
Tourane	"	29.68	84	9	2	4	
Cape James	"	29.73	79	96	2	4	
Apur	6 a.m.	29.72	73	94	2	4	
Dagupan	"	"	"	"	"	"	"
Manila	"	29.74	75	92	2	4	
Legaspi	"	29.73	77	96	2	4	
Calcutta	"	29.73	77	96	2	4	
Illoilo	"	29.73	77	96	2	4	
Surigao	"	29.73	77	96	2	4	
Guam	4.30 a.m.	29.73	77	96	2	4	
Labuan	6 a.m.	29.73	77	96	2	4	

T. E. CLAXTON, Director.

1. BAROMETERS, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.
 2. TEMPERATURES, in the shade, in degrees Fahrenheit.
 3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.
 4. DIRECTION OF WIND, to two points.
 5. FORCE OF WIND, according to Beaufort Scale.
 6. STATE OF WEATHER, by blue sky, c. detached cloud, d. drizzling rain, f. fog, g. gloomy, h. hail, i. lightning, o. overcast, p. passing showers, q. rain, s. snow, t. thunder, v. visibility, w. dew wet.
 7. RAIN, in inches, tenths and hundredths.

VETARZO

DR. LE CLERC'S PILLS FOR THE

URINARY TRACT

AND FOR THE

BILIOUS SYSTEM

AND FOR THE

BILIOUS SYSTEM

AND FOR THE

BILIOUS SYSTEM

AND FOR THE

BILIOUS SYSTEM

AND FOR THE

BILIOUS SYSTEM

AND FOR THE

BILIOUS SYSTEM

AND FOR THE

BILIOUS SYSTEM

AND FOR THE

BILIOUS SYSTEM

AND FOR THE

BILIOUS SYSTEM

AND FOR THE

BILIOUS SYSTEM

AND FOR THE

BILIOUS SYSTEM

AND FOR THE

BILIOUS SYSTEM

AND FOR THE

BILIOUS SYSTEM

AND FOR THE

BILIOUS SYSTEM

AND FOR THE

BILIOUS SYSTEM

AND FOR THE

BILIOUS SYSTEM

AND FOR THE

BILIOUS SYSTEM

AND FOR THE

BILIOUS SYSTEM

CP & OS

HONGKONG TO VANCOUVER

via Shanghai, Nagasaki (Moji Kobe & Yokohama)

STEAMERS	FROM HONGKONG	TO VANCOUVER
Empress of Japan	May 26	June 16
Empress of Asia	June 3	June 21
Monteagle	June 8	July 2
Empress of Russia	July 1	July 19
Empress of Japan	July 20	Aug. 10
Empress of Asia	July 29	Aug. 16
Monteagle	Aug. 12	Sept. 5
Empress of Russia	Aug. 26	Sept. 13
Empress of Japan	Sept. 14	Oct. 5
Empress of Asia	Sept. 23	Oct. 11
Monteagle	Oct. 21	Nov. 8
Empress of Russia	Oct. 26	Nov. 19
Empress of Japan	Nov. 9	Nov. 30
Empress of Asia	Nov. 18	Dec. 6
Empress of Russia	Dec. 16	Jan. 3

Passages Fare Hongkong to United Kingdom

Empress of Russia Gold 16,800 Tons Reg. 16,800 Tons Reg. 16,800 Tons Reg.

Empress of Japan Gold 16,800 Tons Reg. 16,800 Tons Reg. 16,800 Tons Reg.

Empress of Asia Gold 16,800 Tons Reg. 16,800 Tons Reg. 16,800 Tons Reg.

Empress of Russia Gold 16,800 Tons Reg. 16,800 Tons Reg. 16,800 Tons Reg.

Empress of Japan Gold 16,800 Tons Reg. 16,800 Tons Reg. 16,800 Tons Reg.

Empress of Asia Gold 16,800 Tons Reg. 16,800 Tons Reg. 16,800 Tons Reg.

Empress of Russia Gold 16,800 Tons Reg. 16,800 Tons Reg. 16,800 Tons Reg.

Empress of Japan Gold 16,800 Tons Reg. 16,800 Tons Reg. 16,800 Tons Reg.

Empress of Asia Gold 16,800 Tons Reg. 16,800 Tons Reg. 16,800 Tons Reg.

Empress of Russia Gold 16,800 Tons Reg. 16,800 Tons Reg. 16,800 Tons Reg.

Empress of Japan Gold 16,800 Tons Reg. 16,800 Tons Reg. 16,800 Tons Reg.

Empress of Asia Gold 16,800 Tons Reg. 16,800 Tons Reg. 16,800 Tons Reg.

Empress of Russia Gold 16,800 Tons Reg. 16,800 Tons Reg. 16,800 Tons Reg.

Empress of Japan Gold 16,800 Tons Reg. 16,800 Tons Reg. 16,800 Tons Reg.

Empress of Asia Gold 16,800 Tons Reg. 16,800 Tons Reg. 16,800 Tons Reg.

Empress of Russia Gold 16,800 Tons Reg. 16,800 Tons Reg. 16,800 Tons Reg.

Empress of Japan Gold 16,800 Tons Reg. 16,800 Tons Reg. 16,800 Tons Reg.

Empress of Asia Gold 16,800 Tons Reg. 16,800 Tons Reg. 16,800 Tons Reg.

Empress of Russia Gold 16,800 Tons Reg. 16,800 Tons Reg. 16,800 Tons Reg.

Empress of Japan Gold 16,800 Tons Reg. 16,800 Tons Reg. 16,800 Tons Reg.

Empress of Asia Gold 16,800 Tons Reg. 16,800 Tons Reg. 16,800 Tons Reg.

Empress of Russia Gold 16,800 Tons Reg. 16,800 Tons Reg. 16,800 Tons Reg.

Empress of Japan Gold 16,800 Tons Reg. 16,800 Tons Reg. 16,800 Tons Reg.

Empress of Asia Gold 16,800 Tons Reg. 16,800 Tons Reg. 16,800 Tons Reg.

Empress of Russia Gold 16,800 Tons Reg. 16,800 Tons Reg. 16,800 Tons Reg.

Empress of Japan Gold 16,800 Tons Reg. 16,800 Tons Reg. 16,800 Tons Reg.

Empress of Asia Gold 16,800 Tons Reg. 16,800 Tons Reg. 16,800 Tons Reg.

Empress of Russia Gold 16,800 Tons Reg. 16,800 Tons Reg. 16,800 Tons Reg.

Empress of Japan Gold 16,800 Tons Reg. 16,800 Tons Reg. 16,800 Tons Reg.

Empress of Asia Gold 16,800 Tons Reg. 16,800 Tons Reg. 16,800 Tons Reg.

Empress of Russia Gold 16,800 Tons Reg. 16,800 Tons Reg. 16,800 Tons Reg.

Empress of Japan Gold 16,800 Tons Reg. 16,800 Tons Reg. 16,800 Tons Reg.

Empress of Asia Gold 16,800 Tons Reg. 16,800 Tons Reg. 16,800 Tons Reg.

Empress of Russia Gold 16,800 Tons Reg. 16,800 Tons Reg. 16,800 Tons Reg.

Empress of Japan Gold 16,800 Tons Reg. 16,800 Tons Reg. 16,800 Tons Reg.

Empress of Asia Gold 16,800 Tons Reg. 16,800 Tons Reg. 16,800 Tons Reg.

Empress of Russia Gold 16,800 Tons Reg. 16,800 Tons Reg. 16,800 Tons Reg.

Empress of Japan Gold 16,800 Tons Reg. 16,800 Tons Reg. 16,800 Tons Reg.

Empress of Asia Gold 16,800 Tons Reg. 16,800 Tons Reg. 16,800 Tons Reg.

Empress of Russia Gold 16,800 Tons Reg. 16,800 Tons Reg. 16,800 Tons Reg.

Empress of Japan Gold 16,800 Tons Reg. 16,800 Tons Reg. 16,800 Tons Reg.

Empress of Asia Gold 16,800 Tons Reg. 16,800 Tons Reg. 16,800 Tons Reg.

Empress of Russia Gold 16,800 Tons Reg. 16,800 Tons Reg. 16,800 Tons Reg.

Empress of Japan Gold 16,800 Tons Reg. 16,800 Tons Reg. 16,800 Tons Reg.

Empress of Asia Gold 16,800 Tons Reg. 16,800 Tons Reg. 16,800 Tons Reg.

Empress of Russia Gold 16,800 Tons Reg. 16,800 Tons Reg. 16,800 Tons Reg.

Empress of Japan Gold 16,800 Tons Reg. 16,800 Tons Reg. 16,800 Tons Reg.

Empress of Asia Gold 16,800 Tons Reg. 16,800 Tons Reg. 16,800 Tons Reg.

Empress of Russia Gold 16,800 Tons Reg. 16,800 Tons Reg. 16,800 Tons Reg.

Empress of Japan Gold 16,800 Tons Reg. 16,800 Tons Reg. 16,800 Tons Reg.

Empress of Asia Gold 16,800 Tons Reg. 16,800 Tons Reg. 16,800 Tons Reg.

Empress of Russia Gold 16,800 Tons Reg. 16,800 Tons Reg. 16,800 Tons Reg.

Empress of Japan Gold 16,800 Tons Reg. 16,800 Tons Reg. 16,800 Tons Reg.

Empress of Asia Gold 16,800 Tons Reg. 16,800 Tons Reg. 16,800 Tons Reg.

Empress of Russia Gold 16,800 Tons Reg. 16,800 Tons Reg. 16,800 Tons Reg.

Empress of Japan Gold 16,800 Tons Reg. 16,800 Tons Reg. 16,800 Tons Reg.

Empress of Asia Gold 16,800 Tons Reg. 16,800 Tons Reg. 16,800 Tons Reg.

Empress of Russia Gold 16,800 Tons Reg. 16,800 Tons Reg. 16,800 Tons Reg.

Empress of Japan Gold 16,800 Tons Reg. 16,800 Tons Reg. 16,800 Tons Reg.

Empress of Asia Gold 16,800 Tons Reg. 16,800 Tons Reg. 16,800 Tons Reg.

Empress of Russia Gold 16,800 Tons Reg. 16,800 Tons Reg. 16,800 Tons Reg.

Empress of Japan Gold 16,800 Tons Reg. 16,800 Tons Reg. 16,800 Tons Reg.

Empress of Asia Gold 16,800 Tons Reg. 16,800 Tons Reg. 16,800 Tons Reg.

Empress of Russia Gold 16,800 Tons Reg. 16,800 Tons Reg. 16,800 Tons Reg.

Empress of Japan Gold 16,800 Tons Reg. 16,800 Tons Reg. 16,800 Tons Reg.

Empress of Asia Gold 16,800 Tons Reg. 16,800 Tons Reg. 16,800 Tons Reg.

Empress of Russia Gold 16,800 Tons Reg. 16,800 Tons Reg. 16,800 Tons Reg.

Empress of Japan Gold 16,800 Tons Reg. 16,800 Tons Reg. 16,800 Tons Reg.

Empress of Asia Gold 16,800 Tons Reg. 16,800 Tons Reg. 16,800 Tons Reg.

Empress of Russia Gold 16,800 Tons Reg. 16,800 Tons Reg. 16,80

AMERICAN & ORIENTAL LINE

For HAVANA & NEW YORK via Panama Canal.

Subject to change without notice.

**ORIENTAL AFRICAN LINE
INDIAN AFRICAN LINE**

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at OALOUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE LTD.,
Manager Agents.**"ELLERMAN" LINE.**

(RUEYMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE LTD.,
General Agents.**C. N. C.****CHINA NAVIGATION CO., LTD.****SAILINGS SUBJECT TO ALTERATION**

For	Steamer	To Sail
HOIHOW and BANGKOK	"NINGPO"	On 18th May, 9 A.M.
HANGHAI	"HINKIANG"	On 18th May, Noon.
WUHAIR, CHENGPOO & TIENTSIN	"HUICHOW"	On 18th May, 3 P.M.
SHANGHAI and TIENTSIN	"TEAN"	On 18th May, 4 P.M.
PAKHOI & HAIPHONG	"KAIKONG"	On 18th May, 9 A.M.
SWATOW and BANGKOK	"LUOHOW"	On 18th May, 10 A.M.
AMOY, SHANGHAI & PUKOW	"SHANTUNG"	On 18th May, 3 P.M.
MANILA, CEBU & ILOILO	"TAMING"	On 18th May, 4 P.M.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO.
Excellent Saloon accommodation. Electric Lights and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (twice weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to Vancouver and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

Telephone 26

BUTTERFIELD & SWIRE,
Agents.**DOUGLAS STEAMSHIP CO., LTD.****HONGKONG AND SOUTH CHINA COAST PORT SERVICE.**

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCOW

AND RETURN.

(Occupying 9 to 10 Days).

"HAILOONG" ...	Capt. Ed. Walker	FRIDAY, 14th May, at 3 P.M.
"HAIHONG" ...	Capt. W. C. Passmore	TUESDAY, 18th May, at 3 P.M.
"HAIHING" ...	Capt. A. H. Stewart	FRIDAY, 21st May, at 3 P.M.

Arrivals and Departures from the Company's Wharf (near Elsie Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Manager.**NEW YORK DIRECT.**

Joint Service of the

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"CITY OF COLOMBO" ...	via Suez	17th May
"EURYMACHUS" ...	via Panama	25th May
"HOWICK HALL" ...	via Suez	27th May
"TELEMACHUS" ...	via Panama	10th June

Steamers proceed via Suez Canal or Panama Canal at Owner's option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or **THE BANK LINE LTD., HONGKONG.**
HONGKONG AND CANTON **REISS & CO.,** **CANTON.****P. & O. - BRITISH INDIA.****APCAR AND EASTERN & AUSTRALIAN LINES**

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF

WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,

AUSTRALASIA INCLUDING NEW ZEALAND & QUEENSLAND

LAND PORTS, RED SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

	Tons	From Hongkong (about)	Destination
"NORE"	5,700	18th May Noon	MARSHALLS, LONDON & ANTWERP.
"DUNERA"	5,400	18th May	Singapore, Colombo & Bombay.
"NOVARA"	7,000	18th May	Marseilles, London & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

"ORNA"	4,800	18th May 4 P.M.	Straits, Rangoon & Calcutta.
"MUTRA"	4,700	14th May	Do.

EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	25th May	For Sydney, via Sandakan, Timor, Thursday Island, Cairns, Townsville and Brisbane.
-----------	-------	----------	--

SAILINGS TO SHANGHAI & JAPAN

"ARRATON APCAR"	4,500	18th May at Daylight	Shanghai & Kobe.
"NELLORE"	7,000	18th May	Shanghai & Japan.
"DELTA"	8,100	18th May	Shanghai Only.

*** CALLS AT ANTWERP**

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets interchangeable.
1st Saloon Passengers may travel by P.O. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Calcutta.
All Callings are fitted with Electric Fans free of charge.
Steamers and sailing dates are liable to be cancelled or altered without notice.
Parcels Messing not more than 3ft. x 2ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to **MACKINNON, MACKENZIE & CO.,** Agents.

22, Des Voeux Road, Central, HONGKONG.

**TRANS-PACIFIC FREIGHT SERVICE**

Operating the following U.S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe).

"EDMORE"	...	About May	14th.
"CROSSEYS"	...	About June	10th.
"ICONIUM"	...	About June	28th.

For PORTLAND direct.

(Calling at Shanghai and Kobe).

"MONTAGUE"	...	About June	14th.
"WABAN"	...	About June	22nd.
"ABERCO"	...	About July	10th.

Through Bills of Lading issued to Overland Carriers, etc.

For Freight and Particulars apply to

THE ADMIRAL LINE.

Telephone 2477 & 2478

Fifth Floor, Hotel Majestic.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" "CHINA" "NILE"

15,000 tons 15,000 tons 11,000 tons

SAILINGS FROM HONGKONG FOR**SAN FRANCISCO**

via SHANGHAI, JAPAN PORTS AND HONOLULU.

"NANKING"	June 2nd.	"CHINA"	May 23rd.	"NILE"	June 19th.
-----------	-----------	---------	-----------	--------	------------

[An unsurpassed high-class passenger service.]

O. H. REITER, Private's Building, 100, Horse Street.
Telephone, Passenger Dept. 1224. Telephone, Freight Dept. and Agent 2161.

TOYO KISEN KAISHA.**SAN FRANCISCO LINE.**

via SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamers	Tons	Leave Hongkong
TENYO MARU	23,000	May 27th.
SIBERIA MARU	20,000	June 13th. (from Yokohama)
SHINYO MARU	22,000	June 17th.
PERSIA MARU	9,000	July 5th.
KOREA MARU	20,000	July 14th.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO

SAN PEDRO, SALINO CRUZ, BALBOA, ALLAO, ARICA

AND IQUIQUE

THENCE BY TRANS-ANDREAN ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
KIYO MARU	17,200	July 13th.
ANYO MARU	18,500	Sept 8th.
SEIYO MARU	14,000	Nov. 9th.

Tickets are interchangeable with the Canadian Pacific Ocean Service, Ltd. and the Pacific Mail Steamship Co.
Passengers may travel by Rail between Ports of Call in Japan free of charge.

FREIGHT SERVICE.

Direct Freight Service to CUBA and NEW ORLEANS via San Francisco, Balboa and The Panama Canal.

Steamer	Leave Hongkong
CHOYO MARU	May 24th.

For all information as to rates, freight space, sailings, etc., apply to—
Y. TSUNISUMI, Manager
King's Building.
Telephone 2374 and 2375.

MESSAGERIES MARITIMES.**FRENCH MAIL LINES.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	"PORTHOS" ... 10,000	On or about 17th May.
	"AMAZONE" ... 10,000	On or about 1st June.

SHANGHAI (Only).		
MARSHALLS via SAIGON, HINGAPORE, COLOMBO, DUEBOUL, SUEZ, PORT SAID.	"ARMAND BEHIO" 10,000	On or about 13th May.
	"CORDILLERE" 10,000	On or about 1st June.

Cargo boat for PORT SAID.

SAID, HAYBE and "LIEUTENANT DE LA TOUR" ... About End of May.

ANTWERP ...

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

R. RODENFUSCH,
Sailing Agent,
Queen's Building.
Telephone 2740.

O. S. K.**OSAKA SHOSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

"HAYRE MARU" (Call Marseilles)	Tuesday, 8th June.
"HIMALAYA MARU"	Middle of July.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

"PANAMA MARU"	Friday, 25th May.
"SEATTLE MARU"	Middle of July.
BOMBAY COLOMBO—Regular fortnightly service via Singapore.	
"SIAM MARU"	Friday, 14th May.
"LUZON MARU"	Saturday, 15th May.

SAIGON, BANGKOK, SINGAPORE—Regular Monthly services.
UNION MARU ... Tuesday, 1st June.

SYDNEY, MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.
"MITSUKI MARU" ... Monday, 7th June.

VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND PORTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"AFRICA MARU" (call at Manila) ... Wednesday, 26th May.
"CHICAGO MARU" ... Saturday, 5th June.

JAPAN PORTS—Molt, Kobe, Yokohama, Yokohama.

KEELUNG via SWATOW, AMOY—These steamers, have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.

"KAIQ MARU" ... Sunday, 16th May.

For TAKAO via SWATOW and AMOY.

"BOSHU MARU" ... Thursday, 20th May.

For sailing dates and further particulars please apply to—
Y. YASUDA,
Manager,
Tel. No. 744 and 745. No. 1, Queen's Building.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Australia
"TAIYUAN"	19th May	24th May
"CHANGSHA"	17th June	22nd June

SAILINGS SUBJECT TO ALTERATION.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to— **BUTTERFIELD & SWIRE** Agents.

POST OFFICE NOTICE.

INWARD MAILS.

From	Per	Date
SHANGHAI	Arundel Behic	18th May
SHANGHAI	Tan	18th May
JAPAN	Takano Maru	18th May
U.S.A. JAPAN and SHANGHAI	Tango Maru	18th May
AUSTRALIA and MANILA	Tango Maru	24th May

OUTWARD MAILS.

For	Per	Date
Boihow and Bangkok	Ningpo	Wednesday, 12th, 6.00 A.M.
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Bombay and Aden	Tanaka Maru	Wednesday, 12th, 9.00 A.M.
Japan via Nagasaki	Laertes	Wednesday, 12th, 10.00 A.M.
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Bombay, Aden, Egypt & EUROPE via MARSEILLES	Nore	Wednesday, 12th, 10.30 A.M.
Fort Myard	Hok Canton	Wednesday, 12th, Noon
Saigon	Cadastre	Wednesday, 12th, 2.00 P.M.
Straits, Bangkok, Calcutta and Aden	Orma	Wednesday, 12th, 3.00 P.M.
Tourne	Orma	Wednesday, 12th, 3.00 P.M.
Ningpo, Shanghai and North China	Orma	Wednesday, 12th, 5.00 P.M.
Pakhoi and Haiphong	Orma	Wednesday, 12th, 5.00 P.M.
Formosa via Keelung	Kyoko Maru	Wednesday, 12th, 5.00 P.M.
Straits, Bangkok, Calcutta and Aden	Lake Fielding	Thursday, 13th, 11.00 A.M.
Shanghai and North China	Sikana	Thursday, 13th, 11.00 A.M.
Chefoo and Tientsin	Chipsung	Thursday, 13th, 3.00 P.M.
Swatow, Amoy and Foochow	Hai Loony	Friday, 14th, 1.00 P.M.
Philippine Islands	Longgang	Friday, 14th, 3.00 P.M.
Weihaiwei, Chefoo and Tientsin	Bychoon	Saturday, 15th, 2.00 P.M.
Shanghai and North China	Yan	Saturday, 15th, 3.00 P.M.
Haiphong	Kaitong	Saturday, 15th, 5.00 P.M.
Swatow, Amoy and Formosa via Keelung	Kaito Maru	Sunday, 16th, 9.00 A.M.
*Swatow and *Bangkok	Luchow	Tuesday, 18th, 9.00 A.M.
SHANGHAI, N. CHINA, JAPAN via Kobe, HONOLULU, CANADA, UNITED STATES, CENTRAL and SOUTH AMERICA and EUROPE via SAN FRANCISCO	Venezuela	Registration Letters 10.30 A.M.
Swatow, Amoy, and Foochow	Hai Hong	Tuesday, 18th, 1.00 P.M.
*Amoy, *Shanghai and *North China	Nantun	Tuesday, 18th, 2.00 P.M.
Mauritius	Hai Hong	Wednesday, 19th, 10.00 A.M.
Shanghai, North China and Japan via Kobe	Imba Maru	Thursday, 20th, 10.00 A.M.
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt & EUROPE via MARSEILLES	Mihima Maru	Registration Letters 9.45 A.M.
Swatow, Amoy, and Foochow	Huiching	Friday, 21st, 1.00 P.M.
Philippine Islands, *Shanghai, *North China, *Japan via Nagasaki, *Canada, *United States, *Central and South America, and *EUROPE via VICTORIA, B.C.	Kushima Maru	Saturday, 22nd, 10.00 A.M.

HOLLAND-EAST ASIATIC SERVICE
"NEDERLAND" ROYAL MAIL.

"ROTTERDAM LLOYD" JOINT SERVICE.

Regular monthly service from

JAPAN PORTS, SHANGHAI AND HONGKONG TO
AMSTERDAM, ROTTERDAM, HAMBURG
AND BREMEN.

Sailings subject to alterations.

For full particulars please apply to
JAVA-CHINA-JAPAN LYN
General Agents,
York Building

Tel No. 1574

FOR BOSTON & OR NEW YORK
PRINCE LINE FAR EAST SERVICE.

For BOSTON & NEW YORK

"PERSIAN PRINCE" via SUEZ CANAL ... 2nd half May.
For NEW YORK
"SLAVIC PRINCE" via PANAMA CANAL ... 2nd half June.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

For freight and further particulars, apply to—

SHEWAN TOMES & CO.,

Agents.

146

VICKERS-PETTER
SEMI-DIESEL CRUDE OIL ENGINES

SIMPLICITY—RELIABILITY—

ECONOMY

A STANDARD SERIES

FOR WORKING ON CRUDE &

RESIDUAL OILS OR REFINED

PETROLEUM MANUFACTURED

FOR BOTH MARINE AND LAND

100 B.H.P. VICKERS-PETTER USE FROM
SEMI-DIESEL LAND TYPE ENGINE 10 TO 450 B.H.P.

For further particulars apply to—

WM. C. JACK & CO., LTD.,

14, DES VOUX ROAD CENTRAL HONGKONG.

Sole Agents for Hongkong & South China.

COMMERCIAL.

OPENING QUOTATIONS.

May 11th.

ON LONDON—	
Telegraphic Transfer	4/3
Bank Bills, on demand	4/3 1/2
Bank Bills, at 30 days sight	4/3 1/2
Bank Bills, at 4 months sight	4/3 1/2
Credit, at 4 months sight	4/3 1/2
Documentary Bills, 4 months sight	4/3 1/2
ON NEW YORK—	
Bank Bills, on demand	8 1/2
Credit, at 60 days sight	8 1/2
ON BOMBAY—	
Telegraphic Transfer	198
Bank Bills, on demand	nom.
ON CALCUTTA—	
Telegraphic Transfer	198
Bank Bills, on demand	nom.
ON SHANGHAI—	
Bank Bills, at sight	nom.
Private, 30 days sight	nom.
ON YOKOHAMA—	
On demand—P.O.	166
ON SINGAPORE—	
On demand	164
ON BATAVIA—	
On demand	164
ON HANKOW—	
On demand	nom.
ON SAIGON—	
On demand	nom.
ON HONGKONG—	
On demand	484
GOVERNMENT, Bank's Buying rate	\$ 4.80
Gold LEAF 100 fine, per seal	\$32.90
BANK SLIVER per oz.	51 1/2

SUBSIDIARY COINS.

	Per cent.
Hongkong ... 20 cents piece	\$0.00 Discount
Hongkong ... 10	0.68
Canton ... 20	4.35
Canton ... 10	0.00 Premium

報會總商華港香
HONGKONG CHINESE
COMMERCIAL NEWS.Incorporated with the
CHUNG NGOI SUN FO
(Chinese Daily Press)
Published Daily under the auspices of the
CHINESE CHAMBER OF COMMERCE.Terms for Advertising (Translation fee)
can be obtained at the Office, 104, Des Vaux
Road Central, Hongkong, 131, Fleet Street,
London, or from the different Agents.
Documents translated from or into Classical
Colloquial Chinese.

HONGKONG SAVINGS BANK.

THE business of the above Bank is con-
ducted by the HONGKONG AND
SHANGHAI BANKING CORPORATION.
Rules may be obtained on application.
INTEREST on deposits is allowed on the
Minimum Monthly Balances at 3 1/2 per cent.
per annum.For the HONGKONG AND SHANGHAI
BANKING CORPORATION.
N. J. STARR,
Chief Manager.

Hongkong, November 2nd, 1919. 9

THE BANK OF TAIWAN LIMITED
(TAIWAN GINKO).INCORPORATED BY SPECIAL IMPERIAL
CHARTER, 1899.Capital Subscribed ... Yen 60,000,000
Capital (Paid-up) ... 37,500,000
Reserve Funds ... 7,030,000

HEAD OFFICE:

TAIPEI, FORMOSA.

BRANCHES:

JAPAN—Tokyo, Yokohama, Kobe, Osaka,
Mojito.
FORMOSA—Gins, Kagi, Kanko, Ke-
lung, Makung, Nanto, Pinau,
Shinchiku, Taichu, Tainan, Tamsui,
Tobyeu, Aka.
CHINA—Shanghai, Hankow, Kiating,
Amoy, Foochow, Swatow, Canton,
OTHERS—Hongkong, Bangkok, Singapore,
Soerabaya, Semarang, Batavia,
Bombay, London, New York.

LONDON BANKERS:

LONDON, COUNTY, WESTMINSTER AND
PARIS BANK.The Bank has Correspondents in Com-
mercial Centres in the European Continent,
Russia, Manchuria, Tientsin, Japan, Indo-
China, Siam, India, Philippine Islands,
Java and other Dutch Indies, Australia,
America, &c.
Interest allowed on Current Accounts and
Fixed Deposits at rates which will be quoted
on application.

SEIZO KONDOH,

Manager.
HONGKONG BRANCH,
3, Des Vaux Road, Central,
Hongkong, November 1st, 1919. 148THE MERCANTILE BANK OF
INDIA, LIMITEDHEAD OFFICE: 15, Gracechurch St., London,
E.C. 2.Authorized Capital ... £1,000,000
Subscribed ... 1,000,000
Paid-up ... 750,000
Reserve Fund & Rest ... 250,000

BANKERS:

The Bank of England.

The LONDON JOINT CITY & MIDLAND BANK,
LTD.Branches:
Bombay Hongkong Kuala Lumpur Rangoon
Calcutta Howrah Madras Shanghai
Colombo Rangoon New York Singapore
Deli Karaikal Pondicherry
Galle Kota Bharu Port Louis (Mauritius)

HONGKONG BRANCH.

Every description of Banking and
Exchange business transacted.INTEREST allowed on Current Accounts
to 2 per cent. per annum on Daily Balance
and on Fixed Deposits at rates that may be
ascertained on application.

N. C. WILSON,

Acting Manager.
7, Queen's Road Central,
Hongkong, 2nd April 1920. 149BANQUE INDUSTRIELLE
DE CHINE
(FRENCH BANK).AUTHORIZED CAPITAL ... F. 250,000,000
SUBSCRIBED CAPITAL ... F. 150,000,000
PAID UP ... F. 75,000,000
SUBSCRIBED BY THE GOVERN-
MENT OF THE CHINESE
REPUBLIC ... F. 50,000,000Chairman of the Board ... André Berthelot
of Directors ... A. J. Pernotte
General Manager ...

HEAD OFFICE:

74, Rue Saint-Lazare, PARIS.

BRANCHES:

Lyon Hongkong Yunnanfu
Marseilles Hankow Vladivostok
Peking Shanghai Foochow
Canton Canton Swatow
Tientsin Saigon Yokohama
Hankow Haiphong Moukden
New York London Antwerp

BANKERS:

In FRANCE: Société Générale pour favori-
ser le Développement du Commerce et
de l'Industrie en France.In LONDON: London Joint City & Mid-
land Bank, Ltd.In NEW YORK: Redmond & Co.
Correspondents in the Chief Commercial
Centres of the World.

Telegraphic Address: CHIBANKIND.

Interest on Current Accounts and Fixed
Deposits in Local Currency and in Gold.
Terms on application.Every description of Banking and
Exchange business transacted.

Special facilities for French exchange.

M. ROUET DE JOURNEL,
Manager.

Hongkong, April 28th, 1920.

THE BANK OF EAST ASIA, LTD.

HEAD OFFICE:—No. 2, Queen's Road
Central.Paid-up Capital ... \$2,000,000.00
Reserve Fund ... 200,000.00

Directors:

Mr. PONG WAI TING, Chairman.

Mr. CHOW SHOU SON, Mr. KAN YING PO,

Mr. LI KOW CHAN, Mr. MOK CHING KONG,

Mr. FUNG PING SHAN, Mr. WONG YAN TONG,

Mr. P. K. KWOK, Mr. CHAN CHING SHEK,

Mr. NG CHANG LAI.

Chief Manager:—KAN TONG PO, Esq.

Asst. Manager:—L. TSE FONG, Esq.

Every description of Banking and Ex-
change business transacted. Loans granted
on approved securities.Interest allowed on Current Deposit
Accounts at the rate of 2 per cent. per
annum and on Fixed Deposits at the fol-
lowing rates:

For 3 months at the rate of 3 1/2 per annum.

For 6 months at the rate of 4 1/2 per annum.

For 12 months at the rate of 5 1/2 per annum.

KAN TONG PO, Chief Manager.

THE BANK OF CHINA
行銀國中(Specially authorized by Presidential Mandate
of the Republic of China on the 22nd of
November, 1917.)
Authorized Capital ... \$60,000,000.00
Paid-up Capital ... 12,579,800.00
Reserve Funds ... 3,197,400.00

HEAD OFFICE:—PEKING.

HONGKONG BRANCH:—30-31, Con-
naught Road Central. Branches and Sub-
branches all over China and Correspondents
in San Francisco, Singapore and Tokyo.London Bankers:—The National Provincial
and Union Bank of England, Ltd.
New York Bankers:—Irving Trust Company.Interest allowed on Current Accounts and
Fixed Deposits. Terms on application.Every description of Banking Business
transacted.

Loans granted on approved securities.

Special facilities for Home Exchange.

Interest on Fixed Deposits at the following
rates:

For 3 months ... 3% per annum.

For 6 months ... 4% per annum.

For 12 months ... 5% per annum.

TSUYEE F. F. I.,
Manager.

Hongkong, February 6th, 1920. 54

THE CHARTERED BANK OF INDIA
AUSTRALIA AND CHINA.INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.Paid-up Capital ... £2,000,000
Reserve Fund ... £2,000,000
Reserve Liability of Proprietors £2,000,000

FOREIGN EXCHANGE and (General)

Banking business transacted.

CURRENT ACCOUNTS opened and
FIXED DEPOSITS received for 1 year or
shorter periods at rates which will be quoted
on application.L. CROCKETT,
Manager.

Hongkong, March 27th, 1920. 55

THE INDUSTRIAL & COMMERCIAL
BANK, LTD.Head Office:—4, Des Vaux Road Central
Hankow Branch:—Panoff Building.DOMESTIC AND FOREIGN BANKING
SERVICE PROMPT.CURRENT, Savings and Fixed Deposits
bear interest at rates of 3 1/2, 4 1/2, 5 1/2,
respectively.Inquiry on our SPECIAL SERVICE
will be welcome.J. TSANG LY,
Manager.

Hongkong, July 7th, 1919. 99

Printed and Published by HENRY ADOLPHUS CARTWRIGHT, for THE HONGKONG
DAILY PRESS, LTD., at 104, Des Vaux Road Central, Victoria, Hongkong.

London Office: 131, Fleet Street, E.C.

A
NEW
SHIPMENT
HAS
JUST ARRIVED.OBTAINABLE AT ALL
TOBACCONISTS.

This advertisement is issued by British-American Tobacco Co., (China), Ltd.

HONGKONG AND SHANGHAI
BANKING CORPORATIONPaid-up Capital ... \$15,000,000
Reserve Funds ... \$1,500,000
Sterling ... \$1,500,000
Silver ... \$1,500,000
Reserve Liability of Proprietors \$15,000,000

Court of Directors:

Hon. Mr. E. V. D. PARK—Chairman.

A. H. COMPTON, Esq.—Deputy Chairman.

G. M. DODD, Esq. Hon. Mr. J. Johnston

G. T. M. EDKINS, Esq. A. O. LANG, Esq.

A. S. GUBBY, Esq. W. L. FLETCHER, Esq.

Hon. Mr. F. H. HOLYOAK J. A. PLUMMER, Esq.

Chief Manager:

Hongkong—R. J. STARR, Esq.

Manager:

Shanghai—A. G. SMYTH, Esq.

LONDON BANKERS:

LONDON COUNTY AND WESTMINSTER
& PARIS BANK, LIMITED.CURRENT ACCOUNTS opened in local
CURRENCY and FIXED DEPOSITS
received for one year or shorter periods
in local CURRENCY and Sterling on terms
which will be quoted on application.N. J. STARR,
Chief Manager.

Hongkong, May 10th, 1920. 5

BANQUE DE L'INDO-CHINE
(FRENCH BANK).

Head Office: 150, Rue de la Harpe, Paris.

Capital ... Frs. 40,000,000
Reserve ... 10,000,000

BRANCHES AND AGENCIES:

Bangkok Hongkong (Saigon)

Batavia Hongkong (Shanghai)

Canton Hongkong (Tientsin)

Dairen Hongkong (Yokohama)

Haiphong Hongkong (Moukden)

Hankow Hongkong (Vladivostok)

Hanoi Hongkong (Manchuria)

Kobe Hongkong (Japan)

London Hongkong (England)

Lyons Hongkong (France)

Manila Hongkong (Philippines)

Peking Hongkong (China)

Rangoon Hongkong (Burma)

Singapore Hongkong (Malaya)

Sourabaya Hongkong (Java)

Tientsin Hongkong (China)

Yokohama Hongkong (Japan)

Yuanming Hongkong (China)

Zhangjiakou Hongkong (China)

Zhenjiang Hongkong (China)

Zhouzhi Hongkong (China)